

Cambridge Motoring Scrapbook 1897 to 1990

Facts, Features and (occasional) Fallacies  
reported in Cambridge Newspapers

summarised by

Mike Petty

Most of these stories originally appeared in the Cambridge Daily/Evening/News or the  
Cambridgeshire Weekly News, its sister title.

They are supplemented by some articles published in the  
Cambridge Independent Press or Cambridge Chronicle

Most were featured in my 'Looking Back' column in the Cambridge News from 1996-2014

The complete 'Cambridgeshire Scrapbook' of which this is a small section is published online at  
[bit.ly/CambsCollection](http://bit.ly/CambsCollection)

I have digital and other copies of most of the stories summarised.  
I hope to publish these online one day. If you would like them in the meantime then please get in  
touch.

The original volumes are housed in the Cambridgeshire Collection at Cambridge Central Library  
where there are many other indexes dating back to 1770.

They also have detailed newspaper cuttings files on over 750 topics that have been compiled since the  
1960s.

Newspapers sometimes get things wrong. I copy things out incorrectly. Do check

There are a multitude of spelling and layout errors. Please forgive or correct them

News never stops but this file was finished on 31 August 2016.

I will maintain supplements and corrections – contact me for anything you need

Please make what use of these notes that you may. Kindly remember where they came from

See my website – [www.mikepetty.org.uk](http://www.mikepetty.org.uk) for further notes.

Mike Petty, Stretham

2016

These stories form part of

## ***A Century of Cambridge News, from 1888***

*Compiled by Mike Petty*

*Dedicated to John Pink, Cambridge's first Librarian, 1855-1906 and  
Charles Henry Cooper, compiler of the Annals of Cambridge*

*And to the Librarians who tried to preserve their vision of a  
'Cambridgeshire Collection'*

*Made freely available as a 'Thank You' to all those who have helped  
me discover something of the story of this great City*

*Please appreciate what it contains and correct the errors and  
omissions*

*Mike Petty  
28 June 2016*

A draft version of the complete Century of Cambridge News is online at [bit.ly/CambsCollection](http://bit.ly/CambsCollection)

1897

Hon C.S. Rolls brings first motor car to Cambridge, a 4-seater single cylinder Peugeot; supposed to have man with red flag but Charles would make 8-hour dash to London; after abolition of Red Flag Act Charles imported 2¼ h.p. De Dion tricycle with French mechanic, unfortunately dropped cylinder head & broke it; Charles had made acquaintance of Mt King & Mr Harper who specialised in making bicycles to order who repaired it. On test drive Mr King ended up driving. Built their own King motor cycle, exhibited 1902 Crystal Palace Motor show & awarded only gold medal for best motor tricycle of English manufacture fitted with a foreign engine 60 03 28 [15]

1899 04 01

An outcome of the exhibition of motors at the Corn Exchange is a new company under the title of the Cambridge and Eastern Counties Auto Mobile Company. The first instalment of the new vehicles have already arrived and they can be booked for parties. They are driven by the Daimler motors, and are in charge of qualified drivers from the manufactory - 1899 04 01

1900 09 03

The first summonses under the new Cambridge Bye-laws with regard to the lighting of vehicles were of sufficient number to make an effective demonstration in favour of the new order of things. The police court was more crowded than it has been for many a day and of the 38 people who were called upon to appear none had been in that predicament before. The Chief Constable advised magistrates that as the new bye-laws were not generally known the defendants should be dismissed with a caution. Of course this leniency will not be repeated but they have secured, free of cost, a capital advertisement for the new bye-law c00 09 03

1902 02 25

The Cycle and Motor Show at the Cambridge Corn Exchange has undoubtedly “caught on”; those who do not cycle are a steadily decreasing minority, while motorists are daily increasing in number. Messrs Macintosh are exhibiting a Sunbeam Mabley Motor Car which is a very handsome-looking vehicle with several distinctive features. The riders are in a position to face each other, although occupying different ends of the motor. The car is not of extraordinary width and can be manipulated with the greatest ease; a small exhibition run was made even on the limited floor space of the now-crowded Corn Exchange CDN 1902 02 25

1903 03 05

Joshua Taylor are making a special show of all kinds of leather and rubber motor clothing for drivers of cars and cycles. The exhibit includes the latest styles of long-thigh motor leggings, leather & tweed motor caps, gauntlet gloves, wind cuffs and foot muffs. They also specialise in mechanics' clothing including waterproof, wooden-soled clogs for washing down cars. – Advert c03 03 05

1903 09 30

Coun Morley said the Cambridge Borough Surveyor had met with an accident when driving in the Corporation trap. It was time they should come more up to date and go in for a motor. (Laughter). The Corporation had laughed at this before – they generally did at any matter that was up to date. It was said that motors were not reliable but he had one that had travelled 3,000 miles in six months and never had a breakdown. Motor traction cost considerably less than a pony and trap - £20 a year including petrol and everything else. He proposed that they buy a motor tandem tricycle which would cost £75. c03 09 30

1904

Mr King won Motor Cycling Club competition for Albert Brown -Trophy on an all-British ‘King’ machine. 2nd car to reach Cambridge belonged to Dr Arthur Cooke & third to Prof Inglis

1904 01 16

Some London people having an artistic sense come to Cambridge for identification marks for motor cars. Under the new Act motor cars may be registered in any county; each has one or more letters of the alphabet allotted to it and underneath are printed the number of the car. London has but one letter, 'A', and as the registered cars there already number over a thousand the one letter perched over four numbers looks awkward. Cambridgeshire is endowed with two letters 'C.E.' and has presently only two numerals beneath, making a nicely-balanced identification mark. But the demand may not continue as the number of motor cars, as well as of drivers in this county, rapidly approaches the hundred. c04 01 16 [7.4]

1904 06 25

"A few years ago the problem was bikes, now the real terror is the motor car & motor bike scorching by at 30-40 mph [8.5]

1904 09 10

Number of cars increasing, 30 motorcycles, 27 cars licensed up to January, 113 & 42 by April; are 202 licensed drivers [8.6]

1905 03 11

The Hon C.S. Rolls lectured on 'The History of the Motor Car' to the University Engineering Society. He told them he owned the first motor car ever seen in Cambridge and frequently got into trouble through getting back late at night after a breakdown, but he squared numerous Dons by taken them out in the car. Many of these runs ended in pushing the car home with the assistance of his venerable passengers. 05 03 11a-c

1905 05 20

It is doubtful if any town the size of Cambridge has as many motors and motor-cycles running about the streets as are to be seen in term time. All day long the 'pouf-pouf' of panting engines is to be heard in our streets and we are becoming quite accustomed to having an undergraduate motorist fly by within a foot on one's elbows. Some are expert drivers, some are not, but there is no class determined to get more pace out of his machine. Numerous small accidents occur; within a week a couple of motor-cyclists smashed into a couple of cows. 05 05 20b [8.8]

1905 07 14

"Sir – the motor-car has come to stay, and some day everyone will wonder how people could ever have done without it. The dust nuisance is very serious, but this will soon come off the road, the noise is objectionable and so is the smell but they are not unbearable. But the terror is the sight of an approaching car coming at the rate of 30 or 40 miles an hour. Recently an increasing number of cars have been taking the road between Cambridge and St Neots. Near the village of Croxton there are two cross roads and several cottages and the village school stand on the high road. Past these the motors dash by at such a furious rate that the numbers at the back cannot be read. There would certainly be much rejoicing if the police 'happened' on one of these offending cars as it was racing past the school" 05 07 14

1905 08 05

Jesse Boot chauffeurs speed trap – 05 08 05a

1905 09 23

The Motor Car Act of 1903 lays down that a horse rider can indicate to a motorist that he must stop. A driver told Buntingford magistrates that saw the signal but his single brake would not act as he was going down a fairly steep hill and he could not stop until he reached the bottom. He did his best to avoid the horse but it was a timid animal ridden by a boy and it swerved into his car sustaining injury. He was fined. The law says a motorist must be prepared to stop and the defects of his brake will not excuse him 05 09 23b

1905 09 30

Buntingford magistrates, after inflicting a number of fines on too-speedy motorists, now admit that milestones are not legal evidence of distance. They cannot be sure that they are accurate to within a quarter-of-a-mile. Police should employ a professional land surveyor to measure the distance and give evidence on oath on each charge, which will add tremendously to the cost of prosecution. If this ruling is upheld it will have an impact far beyond the motor-driving world as county surveyors use them to calculate road maintenance costs. 05 09 30a

1906 06 16

H.R. Pope beats C.S. Rolls' motor car record for trip from Monte Carlo to London – 06 06 16c

1906 07 28

A Cambridgeshire Automobile Club was formed at a meeting of motor car owners at the University Arms Hotel. It would discourage reckless and inconsiderate driving, which brought motoring into disrepute, organise social and sporting events such as hill climbs and gymkhanas and see that roads were properly looked after. It was decided to admit ladies as members. 06 07 28a

1906 09 08

Many residents have been plagued by the clouds of dust raised by motor cars and other traffic. Dust-destroying measures have usually involved evil-smelling solutions but now Cambridge is to experiment by pouring boiling tar over the surface of Hills Road and sprinkling it with granite chips. The section chosen where the wood paving ends near Brooklands Avenue, but it carries heavy traffic and is constantly watered so the new surface may peel off. 06 09 08c [8.11]

1907 02 12

A Chinese undergraduate of St Catharine's college was summoned for driving a motor car in Jesus Lane at a furious rate. Frederick Siggers, a college porter, said he was wheeling a plate basket when the car passed within two feet of the wall on the wrong side of the road at 18 miles an hour. The student said it would be a wonderful car that could get up to that speed after a sharp corner. But he was convicted and his licence endorsed. 07 02 12

1907 05 22

Cambridge Union Society discussed the regulation of motor traffic. Motorists rushed about the country and to remedy the dust nuisance they should be taxed, the money being spent to improve the condition of the roads. There should also be a 'smell limit'. But village boys ran out, cap in hand after a car to get the sweet, sweet smell. Noise was the only guarantee of safety, yet some would like a car to steal along like a robber in the night. In France there were no speed limits and the percentage of accidents was smaller. 07 05 22b

1907 09 24

Cambridge Automobile Company applied for a licence to store 1,000 gallons of petroleum and 200 lbs of carbide of calcium on their premises in Hobson Street. The petrol would be stored in an underground chamber, brick-built and lined with concrete. The Inspector of Explosives is satisfied so the council will recommend approval. 07 09 24a

1908

Undergraduates forbidden to keep vehicles without permission [8.12]

1908 03 12

Cambridgeshire Motor-Cycle Club has been formed to organise club runs, hill climbs, speed judging and petrol consumption trials. It will also provide legal information and touring facilities. Officers include W. King, H.H. Harper, A.R. Marshall and Col. Harding of Madingley Hall. It is intended for motor-cycles – cycles and tri-cars, not car owners 08 03 12d

1908 03 30

Cambridge Watch Committee inspected a motorcab, one of twenty which a London firm wish to place for hire upon the Cambridge streets. It was a luxurious vehicle of the brougham class built to accommodate four passengers. It is proposed to put the cars on hire on the taximeter principal, the fares being threepence per quarter mile. We understand the cabmen will present a petition against the granting of the application 08 03 30

1908 04 06

Cambridge cabmen opposed plans for 20 motor cabs to be licenced: "Our living is a very precarious one. Most of us are married men with large families and it is as much as we can do to make ends meet as it is. It would mean semi-starvation for some families and ruination for the rest. Some have put all our savings into buying a horse and cab of our own. Motorcabs are unnecessary and would be a constant source of street accidents", they told magistrates 08 04 06a

1908 10 09

Smart taxi-cabs will soon be plying for hire in the streets of Cambridge. The Watch Committee have decided to licence ten vehicles of the Provincial Motor Cab Company and as soon as staff, garage and other matters have been arranged the local cabmen will have to face this formidable form of competition, although ten taxis cannot monopolise all the trade CWN 08 10 09

1909

Taxi driver fined £2 for driving at dangerous speed - 10 to 12mph 60 08 02 [16]

1909

Marshall's founded [12.1]

1909 01 15

Albert Watts came to Cambridge as a shoeblack at Downing College where part of his duty was to clean undergraduates' bicycles. One possessed a motor cycle and he became smitten with the motor fever, mastered the mechanism and was allowed to take a ride upon it. When the first motor bus company was formed in Cambridge he forsook the college and ultimately became a driver. He subsequently secured a position in a London garage and then became a private chauffeur. Now his picture has appeared in an illustrated paper as the chauffeur who has attained notoriety in the Missing Lady Mystery 09 01 15

1909 01 29

Col. Caldwell, Master of Corpus Christ College, was being driven in a taxi cab back from Milton when owing to the density of the fog, the driver, Charles Glasscock, made a miscalculation where the railway divides from the main road and ran his cab into a stout post. The Master was thrown violently forward and sustained cuts on his face, the driver was taken to hospital. The taxi, the forepart of which was damaged, was towed back during the night. CWN 09 01 29

1909 09 03

The advent of the motor has thrown upon the highway authority the burden of maintaining roads at a much higher pitch of efficiency with the result that county rates have increased by leaps and bounds. It is manifestly unfair that the average ratepayer should pay through the nose for the benefit of the wealthy motor car owner or that the motorist should defray the entire cost of improvements which benefit the whole community. Something must be done. Cycling for pleasure has become quite impossible for people of nervous temperament and even the pedestrian is attended by danger. Now the Government proposes new roads for the exclusive use of motorists to scorch along and the imposition of a ten mile an hour speed limit on the others. CWN 09 09 03

1910

Bill Walton joined the staff of King and Harper at their Thompson's Lane garage in 1910. In his early days he was concerned with the extremely temperamental racing car 'Chitty-Bang-Bang II'. This powerful monster consisted mainly of an ex-Zeppelin airship engine mounted on a Mercedes chassis.

Another of his charges was a 'Prince Henry' Metallurgique which in 1912 was the fastest car ever seen in Cambridge. He once went to a customer's house to collect a car only to find it could only be moved in reverse. He drove it backwards to the Bridge Street garage through Saturday afternoon traffic. 60 09 01

1911

Motorists petition about notoriously bad egress from Silver Street into Trumpington St [1.16]

1911 06 09

The bursting of a motor tyre caused considerable consternation in Trumpington Street on Sunday morning. The car's tyres were filled with a kind of solution used to fill the tube instead of air which is supposed to increase the resiliency. Through being too tightly filled, or having expanded with the great heat of the sun, one burst and the solution was scattered far and wide with great force. The pavement was covered along the whole frontage of Peterhouse but most heart-breaking damage was the adhesion of the sticky reddish solution to ladies' dresses; ten were spoiled 11 06 09

1912 04 05

Cambridge Automobile Co, Sidney Street; list of second-hand cars for sale – 12 04 05

1912 05 24

Cambridge Automobile & Engineering Company, Sidney St action against George Dash, motor and garage proprietor, Jesus Lane for work done - 12 05 24b

1912 05 31

Cambridge police are dealing with the question of dangerous driving in the town. Our narrow and crowded streets are ill-fitted for fast traffic, yet motorists and motor-cyclists tear about them as though they were on a racing track. A speed that is safe on the open road may be dangerous in narrow streets. Indeed it is questionable whether any speed over eight miles an hour is ever safe in Cambridge. There have been several prosecutions this week, including that of a chauffeur fined for driving at 12mph who knocked over an old man who was crossing the road. Undergraduate motorists frequently career up and down the town with no apparent purpose than personal amusement. The University might do something to stop this nuisance 12 05 31c

1912 07 19

A motor mechanic told the Receiver he had taken the management of the University Automobile Club in Jesus Lane. Finding that the membership of the club was not large enough the garage had been given up by them and he opened it on his own four years ago. He had no money but some of the members of the club continued to use the garage and paid deposits. He had entered into partnership and paid the first instalment on a motor landaulette. But they'd had a row and he'd continued on his own. 12 07 19h

1912 08 17

Council apply to Home Secretary for regulations about driving on the left & stopping people cutting corners; use of mirrors to assist visibility at certain corners considered but were fears these would be 'ragged' [9.5]

1912 10 25

Messrs King and Harper's magnificent new motor garage and showroom in Bridge Street is one of the most commodious in the Eastern Counties. It has accommodation for over 100 motor cars and several hundred motor cycles, there is a large stock of new and second-hand machines and the workshops are completely equipped with up-to-date plant driven by electric power. It is on three storeys with an electric lift capable of conveying the largest car to the top floor in a few seconds. The architect is Sidney French and the builder J. Brignell of Newmarket Road. 12 10 25

1912 12 21



Direction posts to be erected [9.6]

1912 12 28

Son of late Bishop Selwyn killed in accident Chesterton Lane corner [9.7]

1913 01 03

Huntingdonshire magistrates were often simply country farmers whose hostility to the car had not been tempered by the teaching of the times, Max Pemberton alleged in a letter to 'The Field'. One of his friends who'd met 'one of these shallows' going home after the police court on a day when some £60 had 'been bagged' said the magistrate showed him the money taken and declared it was about to become a nest egg for the county. Yokels used to be hired week by week to go into the witness box and swear to the narrow escapes they had had. But nowadays it was sufficient for two constables to swear that a car was being driven dangerously to secure a conviction. 13 01 03 p10 CIP

1913 01 24

E.T. Saint's are agents for Napiers, De Dion, B.S.A. and Morris-Oxford cars. Their garage at Hyde Park Corner includes seven private lock-ups, stores crammed with lamps, horns and sparking plugs and a waiting room for chauffeurs. They also do a big business in tyre repairs at their Newmarket Road works with a range of inner tubes and covers from Dunlop, Michelin, North British and Palmer. The machine shop has lathes, smith's forge and anvil. No matter how badly damaged a car may be they can heal its wounds and set it on the road as handsome as if it had just left the makers 13 01 24c & d

1913 02 08

15 mph speed limit in any inhabited part of borough [9.10]

1913 02 28

Cambridge Autocar Company told the court that the manager for Messrs Lacon, the well-known brewer, told them he had been supplied with a motor car to visit & supply licensed houses across the region and that they would have the orders for petrol and oil. But Lacons had refused to pay the monthly bill, saying the car did not belong to them. Almost every brewer in the district had a motor car and it was reasonable to suppose this belonged to them although there was no sign saying 'Lacon's Pale Ale' on it. However they agreed to pay a part of the bill the man had run up. 13 02 28 p9 CIP

1913 05 16

Motor Cars Act, 1903. Cambridge Borough Council have made application for a regulation to be made under the act to prohibit the driving of motor bicycles in Senate House Passage, Garret Hostel Lane & Burrell's Walk 13 05 16 p6 CIP

1914 03 20

A new 'Puncture Seal' cure was demonstrated at Saint's garage, Hyde Park Corner; 250 spectators attended. A heavy motor car was driven over a board through which 40 sharp-pointed nails had been driven. Although it came to rest with the nails completely penetrating the tyre, no deflation resulted. More nails were driven in. The preparation consists of a semi-solid black mass including pure Para rubber. It can be applied though any cycle or motor agent 14 03 20g [4.4]

1914 05 08

The Provincial Motor Cab Co. Ltd. (In liquidation). The Receiver is authorised to receive tenders for the business of Motor Cab and Automobile Garage Proprietors recently carried on by the Provincial Motor Cab Company Ltd at its garage on East Road, Cambridge, and for the cabs, tools, plant and accessories of a Motor Cab Garage therein. The number of cabs at the garage is nine, of which eight are in use. – Notice. 14 05 08f

1914 06 13



Cars owned by 138 undergraduates, motorbikes by 454; others hire (often without a licence) [9.21]

1916 10 11

"Petrol Plague" — "Resident" writes: "Are we to realise that the unfortunate dwellers in towns are to be condemned in perpetuity to endure the fate of inhaling an atmosphere of noxious petrol fumes owing to the supineness and neglect of the so-called authorities? At any moment our narrow streets can be poisoned from end to end by dirty and callous motorists. Can it be wondered that rates are paid with great reluctance when the ratepayer reflects that what he gets for his money is a preventable horrid nuisance, not to mention other discomforts? 16 10 11 CIPof

1916 11 04

Traffic island at junction Victoria Avenue & Chesterton Road - for 12 months wooden structure with posts dumped each morning, removed evening to amusement of residents [10.9]

1919

Hallen's demonstrate power tricycle at Mammoth show [12.3]

1919 01 08

Corporation truck for collecting household refuse and general haulage; the first electrically-driven vehicle for Cambridge – photo – 19 01 08b

1920 01 28

Motoring Boom. The great revival which has occurred in British motoring is disclosed by the records of new members joining the Automobile Association. During the first week of the new year 1,015 new members were enrolled; the full significance of this figure will be realised when it will be remembered that during the winter motor vehicles are used less than at any other season of the year. During the first week of 1914, when motor vehicles were easily obtainable at a pre-war cost, and were considerably less expensive to run and maintain, new A.A. members numbered 288. The 1,015 motorists have joined in the corresponding week in 1920, when cars and motor cycles are realising abnormal prices, and are difficult to obtain, augurs well for the growth of motoring in Great Britain, especially when the vexed problems of "production" are solved 20 01 28 CIPof

1920 10 22

Is insufficient garage accommodation in Cambridge, particularly on market days when cars are seen standing unattended in many of the thoroughfares. Some owners draw up at the garages and when informed there is no room for them leave the vehicles outside and proceed to do their business. - CDN 20 10 22

1920 12 29

New garage for 100 cars, Herbert Robinson – Ch 20 12 29a

1921

12,240 motor licences issued [1.6]

1921 03 21

King & Harper Ford garage, Hills Road – full-page photo feature – 21 03 23c, d, e

1921 10 15

Suggestion that lunch hours be altered to 12.30-1.30 to relieve traffic congestion [9.14]

1922

Royal Show reveals how much motors are a part of life, people now go home rather than stay overnight in Cambridge [9.3]

1922 04 23

Every year sees an increase in the number of people killed and injured on the roads, and the proposed abolition of the speed limit for private cars will not lessen the dangers of the highways. Although the speed limit of 20 miles an hour is habitually disregarded, it has some effect as a check on reckless driving, which will disappear when the evidence of the stopwatch can be ignored. It is the hired driver who has to suffer the penalties, but not infrequently the real offender is the owner of the car sitting inside. The majority of road motor accidents are due to excessive speed and it will be purely a matter of opinion what is excessive speed - Table Talk CDN c 23.4.1922

1923 05 12

Tremendous increase in number of undergraduate motorcycles, consider new regulations [8.13]

1923 06 09

Figures for number of cars, motorbikes & bikes in Trinity Street [8.14]

1924 05 31

Petrol in London is  $\frac{1}{4}$ d to  $\frac{1}{6}$  (7p-8p) a gallon, when are these prices coming to Cambridge? [1.18]

1924

King & Harper garage built on open fields Hills Rd [446.13.5]

1924 04 27

The new showroom of Messrs Herbert Robinson Ltd, Regent Street, Cambridge was formally opened. There is room for the display of 15 cars at a time, and those at present on view include such well known makes as Vauxhall, Fiat, Hillman, Citroen, Daimler and Calthorpe, all of the latest type. Demonstration runs will be given, with no obligation to buy. They will take your present motor car in part exchange for a new one, and arrange deferred payments if you wish c24 04 27

1925 01 13

Petty Cury and Market Street, Cambridge, today commenced their career as one-way streets with the object of relieving congestion in these streets whose narrowness has ever been the subject of discussion. Petty Cury will only be used for vehicular traffic towards Market Hill. At present these regulations do not apply to bicycles. A policeman agreed that someone was bound to make a mistake – “It wouldn’t be Cambridge if they didn’t”, he said c25 01 13 [1.19, 1.20, 1.21]

1925 02 10

Cambridge University Senate agreed that no member of the University shall be allowed to keep or use a motor car unless he obtained a licence through his college. If any tradesman or keeper of motor garage shall let out any motor car or motor cycle for hire to any person in statu pupillari he shall be liable to be discommuned. Anyone who houses upon his premises a motor vehicle on behalf of a member of the University must furnish a written description to the Junior Proctor c25 02 10

1925 04 05

To celebrate the 25<sup>th</sup> anniversary of the well-known motor firm of King & Harper, nearly 200 people attended a reception and dance at the New Rendezvous. Mr King, the senior partner said: “In 1897 or 1898 I saw a motor for the first time. It was a De Dion tricycle brought from Paris by the Hon C.S. Rolls who was then up at college; he also brought a French mechanic to take care of it. He lent me his tricycle and mechanic and we drove it to Ely and back without a breakdown. This made me anxious to learn more about motors c25 04 05

1925 05 16

The minds of motoring undergraduates in the University are greatly perturbed over certain proposals which have been made for the total prohibition of motor vehicles by junior members. The proctors state that “a few undergraduates use their cars and motor cycles after dark to drive undesirable young women into the country and they consider it their duty to prevent them”. It is ridiculous for them to

walk the streets after dark chasing pedestrian undergraduates for having no caps whilst boisterous merry-markers rush by in cars c25 05 16

1925 06 10

Proctors debate prohibition of University motors, from next term Freshmen unable to use motor cars or motorbikes & forbid any undergraduate to use motors before 12.30 & after 10pm in May term, 8.30 others [4.9]

1925 06 29

A very important addition to the garage accommodation of Cambridge is the new depot just opened by the enterprising firm of Messrs King & Harper in Hills Road. It is situated just off the busy centre of the town so that people who are timid can drive up without much trouble and receive attention without being hustled by the police. King & Harper sell so many cars that it is quite impossible for them to give the service at Bridge Street to all the people who wish to come to them. In front of the garage is a petrol filling station from which four different kinds of petrol can be obtained at a moment's notice. Two large wash-downs have been provided which owner-drivers may use for the purpose of washing their cars c25 06 29

1925 07 06

The Ministry of Transport inquiry into the one-way vehicular traffic scheme in Petty Cury & Market Street, Cambridge, was held in the Guildhall. There was a very small attendance. Cambridge suffered, in common with other old towns, from the traffic problem. There had always been a great deal of traffic in these streets and the congestion was very serious. Both streets were used by motor buses. There were no objections but a great body of people wanted the regulation to cover bicycles as well as other vehicles 25 07 06 c

1925 10 19

During the last few days undergraduates have been busy taking out licences for motor cars and motor cycles under the new regulations made with a view to decreasing the traffic in our narrow streets. Undergraduates are not allowed to use any motor vehicle before 12.30 in the morning or after 8.30 at night. An amusing rumour is that proctors are to patrol the streets in a motor car, followed by 'bulldogs' on motor cycles, but there is no necessity for such 'flying squad' methods as garages are to report any undergraduate who has his car out during the prohibited period c25 10 19

1925 12 12

Council considers 10 mph limit [1.22]

1926 12 24

Motorist told it 'irresponsible' to leave car parked for 25minutes [1.24]

1926

Opening of Coe Fen Road; Mayor & co arrived on bus, 'project of relieving Silver Street traffic & making better communication between Newnham & town started as long ago as 1904 (though report of opening Victoria Ave in 1889 records a plea for a bridge to carry traffic from Lensfield Road to Newnham). In 19223 plans approved, had been 9 different proposals, 'if not for urgency of the unemployment question we should be in the same position today only instead of 9 there would have been 19 scheme (built as 'employment job', 90 unemployed men had been found work on scheme). Public enquiry held Feb 1924, work started May 1924. Had been considerable opposition - 'ugly & spoil amenities of Coe Fen & Sheep's Green but this some monstrosity they had conjured up'

1927 01 02

At the annual dinner of the Cambridge Motor Club Mr King said that 32 years ago there was only one motor car in Cambridge, the owner being the Hon C.S. Rolls, then a student at Trinity College. He had seen him riding in the car with a friend with another man walking in front with a red flag. The

speed was two miles an hour in the town and four miles per hour in the country. He did not know what some of them would do if that regulation came in force again. c27 01 02

1927 01 31

Police motorcycle patrols report lorries which are slower now [1.27]

1927 03 02

Proposal to use New Square as parking place, CDN refuses to lead protest: "most people smile when they think of tremendous agitation worked up against Drummer Street ... nobody one penny the worse ... only fault is that Drummer Street not big enough hence need for New Square" [1.25]

1927 03 05

The chief engineering feature of regional planning will be a new ring road all around Cambridge about two miles from the centre of the town. One length would be a road running north and south joining the Hills Road with the Newmarket Road, a length of about three miles. Certain roads and bridges were contemplated to obtain an inner ring road around the central portion of the town. Mr C.H. Tebbitt said that what had been done haphazard in the villages was the joy of the countryside and he wondered what would have happened to these beauty spots if they had been regional planned. CDN c5.3.1927

1927 05 03

A demonstration of a new British invention which insures motorists against tyre trouble was given at Messrs Saints' garage, Newmarket Road, Cambridge. The Otomatic Service is a powder composed of particles of raw rubber and cork and flakes of mica which is inserted into the inner tube of a tyre through the valve hole with a small quantity of liquid formalin and water. When the tyre is inflated and the car put in motion a thin film is distributed inside the tread which automatically seals any puncture which may occur. In event of a burst the inner tubes will be repaired free of charge for 12 months, no matter how numerous the bursts, provided they are not over three inches in length. c27 05 03

1927 07 29

A remarkable demonstration of the new "Bibendum Comfort" tyres was given at "The Backs", Queen's Road, Cambridge. The test consisted of driving a car along the road at about 38 mph and bursting the inner tube of the back tyre by means of a special device. The car was driven to the same spot at about 30 mph with the tyre half deflated and then purposely skidded and again with the tyre fully deflated. These tests were particularly severe, the car skidding right round, leaving skid marks 25 feet long, but the tyre never budged from the rim. c27 07 29

1927 09 23

Petrol caused quite an explosion at a meeting of the Cambridge Town Council. For some time the Corporation has been obtaining petrol at the rate of 11d. per gallon and the Public Works committee now recommend that 200 gallons be obtained at 1s. 1d. Some members objected to paying more and suggested the change had been made because the cheaper grade was of Russian origin. Were the housing committee going to stipulate that no Russian wood should be put in houses they are building? The cheaper petrol was known as Power petrol and used by all the large firms in Cambridge. 27 09 23

1927 09 25

Damage estimated at £2,000 was caused by a fire which broke out at the Cambridge Motor Service Co. Hobson Street. The night watchman found that motor cycle department, which also stored several cars, was alight and among the vehicles which were badly burned were a Bugatti racing car, an Austin Seven, a Trojan van and a number of motor cycles and bicycles. Some people returning from the New Theatre were attracted down Hobson Street and watched the Fire Brigade at work. c27 09 25

1927 12 24

Concern that car registration CE may run out, next letters will be VE [7.9]

1927 12 29

Some of the best-known makes of motor cars are to be seen at Cox's Motor Company, Cambridge, the firm being agents for Armstrong-Siddeley, Riley and Vulcan. Their showroom windows always attract the person interested in cars and accessories and just now they are making a special feature of Riley models, including the San Remo saloon at £265 and the Monaco model at £285. They also specialise in the Lea-Francis cars. c27 12 29

1929

Tyre Service Company founded in 1929 – history – 89 05 26b, c, d

1929 01 07

Too much time is now taken up by the police in traffic management, which is not a primary police duty; it could be controlled by the RAC and AA patrols, County Councillors argued. They were better than the police because they had motors. It would be difficult to make arrangements with the associations and would probably mean the motor scouts becoming special constables. Others felt traffic control should be dealt with by a special police, though the time was not ripe for them to increase the numbers. But Col Tebbutt said he would not like to see two sorts of police in the country. c29 01 07

1929 01 29

Sir – It is extraordinary that in an age when the importance of fresh air is being recognised the open motor car body should be apparently on the verge of extinction. Few saloon cars are adequately ventilated and on a long journey the choice is between a draught and a headache caused by fumes from the engine percolating into the body. To people advanced in years the closed car is probably wise but to young people taking so freely to such an enervating mode of transport is pitiable. The excuse is that our climate is so uncertain that a closed car is necessary but I motor for hours every day of the year and rarely find it necessary to put the hood up – ‘Saloonatic’ 29 01 29

1929 03 22

Cambridge council is to introduce automatic traffic signals at the crossroads at Northampton Street and Chesterton Lane for a three-month trial. The present cost of a policeman on point duty was about £400 a year and the signals, with purchase, would be about £200 with about £25 a year maintenance and repairs. But Coun Stubbs described it as “robot policemen”; a friend in Liverpool had had to wait ten minutes with a clear road before he could get a move on. He did not see how traffic could be controlled as well as by human means: “I can see myself telling it to mind its own business” (Laughter). It was at the wrong place, being at the bottom of a steep hill; it would be better at the East Road – Mill Road crossing. 29 03 22

1929 11 01

The R.A.C. has decided to extend the benefits of its ‘Get You Home’ service to members of the Club whilst flying. It has hitherto provided a relief car free of charge for their members who have broken down on the road but a considerable number are now either owners of light aeroplanes or are members of flying clubs. Should any of them whilst flying be compelled to make a forced landing they will be able to send for an R.A.C. relief car and be conveyed to the nearest railway station. If the plane is of the folding wing type that can be towed on a public road the R.A.C. is prepared to pay for its conveyance to any town within the limits of the scheme. 29 11 01

1930

Opposition to Regional Planning Scheme proposals for a Ring Road [6.14]

1930 01 15

An application was made for the winding up of the Cambridge Service Motor Company of Hobson Street. It had been incorporated as a private company in 1923, taking over the Service Motor

Company engineering business. Their account was considerably overdrawn for much of its existence and it now had an overdraft of £6,744. The assets consisted of a number of used motor-cars of no great value. It was unable to pay its debts and should be wound up. 30 01 15 & 15a

1930 02 25

Sir – we Cambridge market traders notice that Councillor Longley wants to move our stalls into the Corn Exchange but we challenge him to produce a transferred market that has been a success. He wants to replace the stalls with car parking spaces. Cannot he see the utter foolishness of congesting the very centre of a town with cars. Those on Market Hill consist of business townsmen, clerics and travellers who sit in their expensive car, eat bread and cheese, but do little business. The Market Hill and Peas Hill are open-air markets. An arcade was tried years ago. The building stands today, a sorry sight, in St Andrew's Hill. The stallholders all failed – W.J. Sambridge. 30 02 25

1930 03 27

Cambridge Motor Service Company had taken over a firm of motor engineers and garage proprietors in Hobson Street and hoped to acquire the business of Hunnybun and Son, coachbuilders and painters. Then in 1927 they spent £2,000 to purchase a large stock of electric lamps which were being retailed at a considerable profit. But the British Thompson-Houston Company issued a writ and the present stock of lamps was now valueless. In addition the depression in the motor trade for used cars and dealings in sports cars for which there was at one time a good demand among undergraduates had contributed to their failure. 30 03 27a & b

1930 04 07

The new electric traffic signals are generally working well but it seems that the average motorist accelerates when the green light is showing in order to get through before it changes. This is particularly evident at the Northampton Street – Castle Hill crossing in Cambridge as a driver going towards Huntingdon seeing a stiff climb directly ahead naturally tries to get through and up the hill. But a driver coming down often finds his car has a tendency to accurate of its own and tries to get into Chesterton Lane a little too fast, swinging out into the standard erected in the centre of the road. 30 04 07

1930 04 23

A series of events contributed to an 'extra special' in traffic jams, even for Cambridge. Deadlock resulted after a motor bus, endeavouring to pass a brewer's dray in Bridge Street fouled a trolley used in cable laying operations. An outsize in motor lorries added to the general melee which took P.C. Lilley fully ten minutes to sort out. The first day of term also brought with usual 'crop' of taxis and cars which added to the jam. Altogether one of the narrowest and busiest parts of the town provided for the greater part of the afternoon something like a slow motion traffic scene. 30 04 23f

1930 05 09

The Chief Constable said he was unable to effectively enforce the new 30 mph speed limit in Cambridge. He needs two more constables to carry out motor patrol work, bringing the total up to four, and a Ford V8 30 hp motor car should be purchased for £210 to replace the solo motor cycle. The combination machine should be retained. 30 05 09 [1.5]

1930 05 19

Cambridge has found dealing with motor traffic increasingly difficult in recent years, Counsel told an inquiry. He emphasised the inconvenience to motorists when no central parking places were available but now the council had made an agreement with Jesus College for the use of New Square as a car park in exchange for Butt Green and a piece of Midsummer Common. It would mean the surrender of 2 ½ acres of Common Land, but it would remain undeveloped & would allow the college to make a new entrance. The scheme was approved. 30 05 19 & b

1930 07 12



General regulations affecting the use of motor vehicles first-year men are already in force but in view of the numerous road fatalities last term much more stringent bans will be in operation next year. Clare College says that the possession of motor cars and motor bicycles prevent undergraduates from making the best use of their residence in Cambridge and none of its students will be allowed to bring or drive a motor vehicle. Cars must be kept in a public garage or in one of the college garages on Castle Hill. 30 07 12a

1930 08 21

'Ethyl', as every motorist knows, is a super motor spirit with remarkable properties. It causes engines to run more smoothly, delivers more power and eliminates the 'knock' without retarding the spark. A few years back it was obtainable at petrol filling stations almost everywhere and many motorists cheerfully paid the extra penny a gallon. But sinister rumours circulated that the lead tetra-ethyl it contained was injurious to health and gradually it disappeared. Now following tests it will shortly be on sale again at the Olde Castle Hotel garage in Cambridge. 30 08 21 & a

1930 08 23

One of the new Willys-Manchester 35 cwt lorries arrived in Cambridge as part of its 10,000-mile demonstration run. The lorry, which is fully laden & fitted with a special publicity body, toured the town attracting considerable attention. It carried 60 pennants of agents which have been visited and the proprietors of the Queens' Garage, Newnham Road added theirs before it left for Hitchin. The garage is to be shortly extended, provision being made for a showroom and toilet rooms. 30 08 23

1930 11 15

Messrs Windover's disused motor carriage works in George Street, Huntingdon have been sold. For years the firm employed hundreds of skilled workers until they acquired more extensive works in London. It was a sad sight to see the great works standing idle but now Chivers are to establish a factory for canning vegetables, the most up-to-date of its kind in the country. Already local vegetable growers are alive to the fact that a regular output for their produce will be available close at hand. 30 11 15

1930 12 06

Under the Road Traffic Act Cambridgeshire has been allotted one motor car and three motor cycles to deal with the enormous growth of motor traffic. Such a force should be recruited from men best suited for the job but there is a limit to the number of tasks they can perform. This is another example of the Government forcing local authorities to make the new law work somehow. 30 12 06d

1930 12 27

The booking hall at Cambridge railway station was the scene on Christmas Eve of one of the most extraordinary happenings ever witnessed. As a taxicab was being driven back to the station rank its driver suffered a seizure; the vehicle careered through the booking hall entrance and crashed into the collapsible iron gates near the ticket collector's box. If the barrier had been wide open it would have gone right on to the track, and a train was just due. 30 12 27

1930 12 19

Accident, Blue Circle steam wagon – 30 12 19

1931

Traffic lights at corner Mill Rd & East Rd [NI.2.15]

1931 03 06

For years King and Harper have been striving to secure an alternative entry at their Bridge Street garage for the convenience of their valued customers. Now three houses have been acquired and members of staff gave a rousing cheer when a Morris Oxford Isis Six Saloon became the first car to enter at Bridge Street and leave in Jesus Lane. 31 03 06l



1931 04 10

Under the new Road Traffic Act the speed limit for ordinary motor cars has been abolished. But it is now an offence to drive a motor coach at over 30 miles an hour and invalid carriages must not exceed 20 mph. Goods vehicles can be driven at 30 mph, if fitted with pneumatic tyres and not drawing a trailer, but heavy vehicles with solid tyres must not exceed eight miles an hour when drawing a trailer. Drivers must not remain on duty for more than 5½ hours. It is also an offence to drive while under the influence of drink or drugs. 31 04 10 I

1931 05 22

Messrs Murkett Bros, the well-known garage proprietors and motor agents, are now installed in their imposing new premises on the Huntingdon Road, Cambridge. They were pioneers in the motor industry and their extensive new motor showrooms and repair shops will provide the best of sales and service. If all garages installed such up-to-date machinery and gave such service then insurance companies could bring down their premiums 31 05 22 e f g

1931 09 25

The biggest demonstration ever held of anti-dazzle devices for motor car headlights was held on Midsummer Common. The crowds were dense, however, in more senses than one: drivers had to pick out a route marked with white stakes but these were constantly obstructed and some got completely misled and finished up on the south side of the common. Amongst those attending were Ministry of Transport and Scotland Yard officials, chief constables and scientific experts who carried out technical measurements. 31 09 25f & g

1931 10 02

Ring road from Cherry Hinton Road across Coldham's Lane under construction – photo – 31 10 02t

1931 12 04

A Trinity Hall undergraduate appeared in court following a collision. Students were not allowed to have motorcars and he was endeavouring to leave Cambridge without being seen, but had an accident in Coleridge Road and failed to stop. A number plate was knocked from his car and by that means the driver was traced. As a result he had been sent down for good. He did not think the penalty would have been so severe. 31 12 04d

1932 03 23

After all the controversy and heated arguments of a few years ago, there was no excitement at the opening of the New Square parking place. The council turned up in force and from under the shelter of umbrellas watched the Mayoress drive her car through the pale blue ribbon that had been knotted across the opening. At last motorists have a place where they can leave their cars and not come into the police courts. The Master of Jesus suggested that path inside the trees should be known as Coleridge Walk. 32 03 23b 188 use it [1.12, 1.13]

1932 04 09

Sir – as motorists do not appear to need the new New Square car park I suggest something useful should be done with it. It could be turned into tennis courts or used as a model yacht pond, a skating rink or the site for the new Guildhall. Meanwhile the surface should be coloured an appropriate shade of green as the white grey of the desolate expanse of concrete hurts my eyes. And could passers-by spare a few books for the attendant to read while he is waiting for the customers who never come – Ratepayer 32 04 09

1932 05 16

Flames reached the roof of King and Harper's garage in Jesus Lane when a taxi-cab caught fire as it was being filled with petrol. Cars in the garage were pushed out and the blaze extinguished. The cab was taken to the Thompson's Lane depot but some part of it still smouldered for at four in the morning it again blazed up. This time it was totally destroyed. 32 05 16

1932 05 20

Fire broke out in three lock-up garages owned by S.B. Wallis of St Barnabas Road, Cambridge. An Austin 'Seven' was completely burnt out - so fierce was the heat that the wheels collapsed, leaving the car resting on its frame. The fire spread to a 1932 Morris Major; its petrol tank exploded and before the flames subdued a Fiat had been reduced to a charred and twisted wreck of wood and metal work. But the Morris' instruction booklet was practically unscorched. 32 05 20c

1932 08 06

"Milton Road merry-go-round" - Mitcham's roundabout installed [2.3]

1933 01

Hallen's garage opens Jan 1933 [12.3] [6.5]

1933 01 27

Herbert Robinson opens new garage, Regent St [1.9]

1933 04 01

Mitcham's roundabout working well, another planned for Four Lamps [1.10, 2.4]

1933 01 27

Herbert Robinson garage reopening – advert – 33 01 27b & c & d

1933 03 31

Sidney Wisbey, a hackney carriage taxi proprietor from Wellington Passage, told the court he started driving in 1908. He had bought an old Buick, VR 6151, because he wanted to use the chassis and had made one car out of two. He altered the body from a box van to a saloon and changed the colour to blue. He tried it out but the engine was no good so he put it back in the garage. 33 02 23

1933 03 31

Safety First movement – 33 03 31 & a

1933 04 10

Four Lamps roundabout picture – 33 04 10b

1933 07 19

Crowds of about 5,000 persons witnessed the thrilling demonstrations of the wonderful non-skid properties of Michelin Zigzag tyres at New Square car park. After It was drenched with water two Austin Sevens, a Morris '14' commercial van and a Citroen saloon went whizzing round at a dizzy speed, twisting, turning, swerving abruptly to right and left, corkscrewing and turning figures of eight in a perfectly hair-raising fashion. Their tyres gripped like octopuses. 33 07 19

1933 09 21

Herbert Robinson opened a small shop in Regent Street, 30 years ago, where he commenced selling Premier bicycles. Today his extensive new garage occupies the site of Llandaff Chambers and the old Fountain Inn. It embraces motorcars, motor cycles, bicycles, baby carriages, wireless and gramophones and features a turntable for cars and an overhead runway which enables parts to be conveyed from one side to another. 33 09 21

1934 01 11

George Gault of Blossom Street has been a horse and motor cab driver in Cambridge for 41 years – 18 years of taxi work and the remainder with a horse cab. During the past 18 years he has had two Ford cars – 16 years with one. He is a familiar figure on the rank at Hyde Park Corner and has carried many undergraduates who are now far across the seas. Now in his 63<sup>rd</sup> year he is a total abstainer and non-smoker 34 01 11

1934 01 29

The Queen paid another visit to Cambridge when she inspected two antique shops and called at a café on King's Parade. The large crowd who had been waiting was surprised when a small blue car drew up and she stepped out. The Royal limousine had broken down on the Ely Road and Mr Percy Titmous, a brewer's manager, had stopped to offer assistance. He then drove her to Cambridge. The Queen was intensely amused at the somewhat unexpectedness of her arrival and at the little adventure which had befallen her, he said. Another interesting part in the Queen's visit to Cambridge was played by Mr Walter Riddy, proprietor of the St Andrew's Road Garage, Chesterton. After the Royal car had broken down and the Queen had been driven by Mr Percy Titmous, he received a telephone message requesting the hire of a Daimler saloon at short notice. He changed out of his working clothes and drove to Mr Roe's shop in St Andrew's Street to take the Queen to the Copper Kettle Café and then on to Exning. There she invited him to remain for lunch but he had another engagement and could not accept. 34 01 29, 59 01 30

1934 02 15

A blindfolded motorist drove through Cambridge at the height of the rush hour as people made their way home to lunch. Professor Popjie's claims that he has 'second sight' enabling him to sense anything in the way was tested when a pedal-propelled invalid chair caused him to slow somewhat abruptly. He threaded his way through traffic down Petty Cury, round the Market and back to the New Theatre where he is appearing with his electrical figure 'Radiana' 34 02 15 [1.4]

1934 05 04

Now 41,000 motor licences issued [1.6]

1934 05 18

New traffic island at Four Lamps [1.7]

1934 10 20

Newmarket Road traffic heavy at night - "the sight of the wide open road ahead tempts drivers to accelerate near Christ Church [2.7]

1934 11 17

Parking controls urged "sometimes cars & bikes parked so closely in line in Petty Cury & Sidney Street that pedestrians cannot find space to cross over" [2.8]

1935

"If we have cars we must be prepared to make parks for them, using portions of common lands" - S.C. Roberts [3.20]

1935 01 19

On one of the finest main roads of Cambridge has arisen a new garage that has been named 'Riley House'. No hastily conceived building this with its rows of pumps and oil cans bedecked in signs and colours. Here is a garage of dignity and restraint, logical in planning and design, fitted to be the new local headquarters of 'the Finest Light Car in the World'. Here one can fill up with petrol completely under cover while the workshop is equipped with the latest pressure greasing plant. Tom Cox Motor Co., Chesterton Road, Cambridge – Advert 35 01 19

1935 03 14

The New Traffic Signals. Traffic signs announcing the 30 mph restrictions, which comes into force next Monday are being erected on the approaches to all 'built-up areas'. (Thursday). New Traffic Signs Disappear. Several of the new 30 mph signs on the outskirts of Cambridge were unofficially removed during the weekend, but have since been replaced. (Monday). Missing Speed Limit Signs. A Trinity College undergraduate appeared in court charged with the theft of three of the new speed limit signs. (Thursday) 35 03 14, 35 03 21c

1935 04 02

There are 4,000 road haulage contractors in the area today and 1,000 will be out of it in the next two or three years. They will lose their jobs, licences, vehicles and livelihoods. The Government was railway minded. Legislation never seemed to stop and it always seemed to favour the railways rather than the roads. But the whole transport world cannot be swept out at the pleasure of the railway companies. Somebody has got to carry on the road service of this country. Membership of the Cambridgeshire Road Haulage Association had jumped to 120. More would follow as even a haulage contractor had a flash of intelligence sometimes! Instead of being caned by successive government they should go to the Minister and speak with one voice, a meeting was told 35 04 02 & a

1935 04 06

30 mph speed limit brought back after 4 years due to number of accidents [1.5]

1935 05 21

According to the recent census taken for military purposes, Cambridge has a horse population of 779, excluding railway and military animals. This is abnormally high, being roughly twice as many as any other town of its size. In the riding horse and hunter class Cambridge takes fourth place in the country but the town is poorly supplied with carriage and trap horses. People have forsaken the horse for wheeled outings though there are still a few residents who prefer to sit behind a horse instead of a petrol engine. It seems that the motor salesmen of Cambridge are extraordinarily efficient. 35 05 21

1935 05 24

Matthew's bakery electrically-driven delivery van – 35 05 24

1935 07 27

Belisha Beacons have now been installed in Cambridge, whether we like them or not. They are on Market Street corner near Sainsbury's, between Christ's college and St Andrew's church, near the Midland Bank in Petty Cury, the 'Jolly Waterman' on Victoria Avenue and between Christ's Pieces and New Square. It is just as well the undergraduates are not here to see their erection. Perhaps we shall all have become thoroughly accustomed to them where our young friends come up 35 07 27b

1935 10 12

Roundabouts proposed for Cherry Hinton Road/Hills Road, Cherry Hinton Road/Perne Road [2.16]

1936 03 21

Many people have wondered about the object of the black and white poles which have sprung up along St Andrew's Street and Hills Road. The Ministry of Transport have finally given permission to the system of unilateral parking and the posts will be adorned with notices warning motorists not to park on the wrong side of the road on the wrong day. There is also some reason for believing that the new 'one-way' streets will also be brought into operation before very long. 36 03 21a

1936 03 23

Unilateral parking came into force in Cambridge on Saturday. Between Regent Street and the Old Post Office parking is now allowed for 15 minutes in any one hour on one side of the road on even dates and on the other side on odd. There is one short stretch against Emmanuel Street in which no parking is allowed, owing to the difficulty of traffic coming in and out of the town through this narrow street. Readers should remember they cannot now leave their cars for any longer than 15 minutes as this is the limit. 36 03 23b

1936 03 27

Cambridge Police had a busy time when the new system of one-way traffic came into being. They were based at the end of all the affected streets and strangers must have wondered at the cordon thrown round the town. But it was necessary for despite all the notices many motorists attempted to make their way along the street from the wrong end and were stopped. And, by the way, the new

restrictions apply equally to cyclists who will not be allowed to walk with their machines against the streams of traffic – 36 03 27

1936 03 28

Under new restrictions Cambridge motorists may not travel from Market Hill towards Trinity Street or into Bene't Street from King's Parade. You may not drive into Sussex Street from Hobson Street or into Corn Exchange Street from Downing Street, nor turn at Burton's Corner, Petty Cury to go to the Victoria Cinema or from Wheeler Street into Peas Hill to get to the Arts Theatre. But cyclists may walk with their bicycles either way as they do at present in Petty Cury and Market Street. Restaurants will have to speed up their service if they wish to cater for those who leave their cars outside, for only a quarter of an hour is permitted. Travellers who do not want to get indigestion had better make use of a parking space! 36 03 28b

1936 07 15

James Street was the scene of one of the most serious blazes Cambridge has experienced in years. It started when a Ford van caught fire at the premises of William Scott, house decorators, builders, motor and coach painters. It spread to their motor-body room where a number of cars were in for renovation. The place was soon a veritable inferno as drums of paint and oil exploded. Flames engulfed ladders and handcarts belonging to the Cambridge Window Cleaning Company then Messrs Pate's builders workshops which were reduced to ashes or scrap. The damage must run to many thousands of pounds 36 07 15 & a

1936 10 09

King & Harper open new garage Hills Road [10.2]

1936 12 10

Murkett Brothers, automobile engineers, who have large garages in Huntingdon, Peterborough and Bedford, opened their new premises on the corner of Huntingdon & Histon Road in May 1931. Owing to the satisfactory service they have given business has developed to such an extent that an additional garage is shortly to be built. This will cater for commercial vehicles and heavy repairs, whilst the Huntingdon Road depot will be for new and second-hand cars, with light repairs and service facilities 36 12 10i

1937 02 06

Although rebuilt as recently as 1935, Robinson's garage in St Andrew's Street has again been enlarged to meet ever-increasing business. This has enabled them to enlarge their radio department which is quite distinct from the motoring side of the business. It is staffed by men who have made radio their special study and offers hundreds of brand-new sets (some in their original cases) at pounds below list prices. The radio service department is one of the finest in the entire country with engineers from Marconi, H.M.V. and Pye factories. 37 02 06c & d

1937 02 10

Roy Fox, the famous band leader who is appearing at the Theatre-Cinema, toured Cambridge businesses. He travelled in his own Rolls Royce to the main showrooms of Cambridgeshire Motors in Cherry Hinton Road. He always likes to visit the showrooms of the main Ford dealers because so many of his boys use this make of car. "I like Fords. They are a fine job and Cambridgeshire Motors have a wonderful range of them. Their service department struck me as being O.K. Being an American I like this town of yours. It is a great change to find such a wonderful shopping centre in such a beautiful setting", he told our reporter before continuing his tour. 37 02 10a

1937 02 27

The Cambridge Light Car Company opened premises in Hills Road about six years ago as Used Car Showrooms. The business rapidly increased and within two years the management found it necessary to take larger garage premises in Norwich Street for car storage and repairs. They were appointed distributors for the now famous High-class Triumph cars that have come rapidly to the fore during the

last four seasons. They are also Morris deals and stock Standard, Austin and other popular makes of car 37 02 27

1937 03 15

Ministry of Transport proposals to minimise street parking have called forth dissension from many motorists. We in Cambridge know there has been a steady increase in our shops by the more modern method of road transport. A large proportion of those who come from outlying districts to buy the week's commodities are private car owners. To refuse to allow cars to be parked for a reasonable period outside the place of purchase would cause many to give Cambridge a wide berth. Motorists are already taxed up to the hilt and police courts would be more than ever congested with these trivial offences. 37 03 15

1938 01 29

Cyclists want cars banned - cartoon [6.19]

1938 10 07

Underground car park on Market Hill proposed [6.20]

1938 10 15

Marshalls' spacious new motor premises on Jesus Lane include an entrance and exit to the petrol and oil filling stations, wide enough for three lines of traffic. There are showrooms on three upper floors which are approached by ramps, with the stores department in the basement. The garage and workshops behind is equipped with the most modern and up-to-date machinery and run by a large and efficient staff. The whole is laid out to afford every luxury and comfort for the motorist 38 10 15, b

1938 11 29

In 1903 it was a small cycle shop. Today it is a handsome building comprising car showrooms, up-to-date workshops, radio and cycle showrooms with an efficient service department. Such is the remarkable history of Messrs Herbert Robinson whose modern premises are one of the features of Cambridge. Herbert Robinson senior, the present Managing Director, was the founder of the firm and other members of his family are directors 33 11 29b

1939 03 02

Butts Green parking place debated [1.26]

1939 08 23

King & Harper garage – reminiscences of H.H. Harper – 39 08 23a, b

1941 01 25

Council debate prohibition car parking in Drummer Street [3.2]

1942 07 10

David Gregory Marshall killed while riding, founded flying school and motor company; bought first plane at end war and erected hangar; founded Flying School in 1929 and built airfield 1938 – 42 07 10a

1943 06 24

Liddiards Garage demonstration of how 80,000 vehicles engaged on essential work may be kept running without calling on motor manufacturers for spare parts and replacement – welding – 43 06 24

1944 02 26

W. King started as bicycle maker and agent in 1896, built motor bicycles and motor tricycles and won Gold Medal for Best Motor Bicycle at Motor Exhibition in Crystal Palace, 1902' reliability medals. Saw 4 h-p Peugeot car with man walking in front with flag, driver C.S. Rolls. First motor experience



was to Ely and back on a De Dion tricycle with coach-built trailer attached which, with French mechanic, Rolls brought from France – 44 02 26

1944 10 11

Underground petrol storage tanks which were filled with water as an anti-invasion measure now being emptied and will be filled with petrol; soon lorries and cars will not have to queue for petrol at 'official' stations – 44 10 11

1945 08 31

Volunteer Car Pool provided cars and drivers for the sick and those engaged on work of national service for whom no alternative means of transport, Cambridge drivers in their 70's have done over 40,000 miles – CDN 1945 08 31a

1946 07 19

Undergraduates under 22 banned for keeping a motor vehicle within 25 miles Gt St Mary's if proposals accepted; those eligible to drive will need licence from Proctor – 46 07 19

1946 12 07

A.G. Mackeggie of Foxton garage builds own motor car – 46 12 07

1947 01 13

One-way system introduced St Johns St & Trinity St, Green St [3.4, 3.5]

1947 07 12

Council discuss acquiring Lion Hotel yard for car park at cost of £44,665 [3.6]

1947 07 30

Sir - When will something be done about the disgraceful state of the traffic in Petty Cury, Cambridge. I understood some time ago that steps were being taken to stop the parking of cars on the left side of this narrow thoroughfare. Far from this being done, it is now worse than ever. Saturday, with the exception of the entrance to the Lion Hotel there were 15 large cars parked from Sidney Street to Guildhall Street, and as prams and mail carts can only use the sidewalks, pedestrians who venture on the street are taking serious risks of getting knocked down. Truly a street only fit for the quick or the dead - letter from W.M.F., Gt Shelford c47 07 30

1947 09 30

The Chief Constable (B.N.Bebbington) told Cambridge Rotary Club that he would like to see a scheme whereby traffic was banned - at least buses and heavy traffic - in the centre of Cambridge. "In Petty Cury on Saturdays there is insufficient room for traffic, let alone pedestrians. It would be more satisfactory if that central part of the town was for pedestrian traffic only. That is a sweeping thing to say and will not find favour in all quarters". Referring to criticism that the one-way traffic scheme soon to be introduced in the centre of town was "the wrong way round" he explained that it diverted from the town centre the large amount of traffic going to the station from the Chesterton direction and would encourage lorry drivers passing through Cambridge to take the route through the Backs. More car parks in the centre of the town were obviously a need, and there were plans in existence to provide them c47 09 30

1947 12 08

One thing I found out on making a tour of the Regional Petroleum Office in Chaucer Road, Cambridge was that stories of endless delay and general chaos in dealing with applications for petrol coupons are quite unfounded. I went into the hut in the garden where the coupons are prepared for despatch - an envy-evoking sight for petrol-thirsty motorists. A score of men were counting, rubber stamping and recording the issue of hundreds of coupons of all kinds. Each one deals with between 150 and 200 applications at day; the quickest worker in the room, a woman, has dealt with 300 a day, She seemed to stamp coupons almost as quickly as you can flick over the pages of a book 47 12 08



1948 05 01

Council announce intention to acquire Lion Yard as parking place [3.8]

1949 02 19

Driving summons against an MP fails - car, pedestrian & cyclist in accident Mill Road [4.1]

1949 03 17

Death of Mr King of King & Harper, firm celebrate Jubilee 1950[4.2, 4.13]

1949 12 20

Holford proposed Inner Relief Roads Christ's Pieces to Huntingdon Road, East Road to Milton Road, Barton Road to Madingley Road to Huntingdon road [4.12]

1950

Survey of parking shows 59,257 cars parked on Market Hill 43,582 on New Square 80,585 on Lion Yard during 1949-50 – 51 03 17 [5.7]

1950 06 03

Petrol rationing ends, Petroleum Regional Office received 300,000 applications over 10 years, 180,000 motorists in receipt of petrol when rationing ends [4.14]

1950

'50 car club formed 53 01 17 [6.1]

1950 11 17

An unseen stationary radar 'eye' checked the speed of vehicles on the Madingley Road during the last fortnight. The 'eye' belonged to a 'radar speed meter', an American device which is having its first full-scale operational test in England. A small green van on the roadside house the equipment. The 'eye' was concealed in an ordinary cardboard box on top of the vehicle c50 11 17

1951 01 09

First lollipop man starts at Morley School, first lollipop lady at St Luke's school [5.2, 5.11]

1951 01 25

Cambridge council agreed to a proposal that Mr Liddiard's garage on St Andrew's Hill should be pulled down and the space used as a private car park at £12 per annum. Ald Priest said: "Here is a simple scheme whereby anybody who likes to pay £1 a month can be reasonably assured of his car park any time of the day he likes". Ald James opposed saying those who started their business at 9am had no difficulty in finding parking spaces c51 01 25

1951 01 29

"More central space needed for parking ... people shop in other towns" [5.5]

1951 03 14

Council consider ramped car park, Lion Yard, to have space for 180 cars but would be scaled down to 325 if Holford plans were approved [5.3, 5.6]

1951 04 20

"Despite shortage of new cars traffic is only slightly less than in 1938, but commercial traffic has doubled" [5.10]

1951 06 21

Trades Council call for car parks on outskirts & all waiting in Cambridge abolished [5.13]

1951 07 20

“Utmost vigilance” on the part of the Cambridge Trades Council was needed to make sure the city council does not “pull a fast one” in its proposals to reserve a slice of Parker’s Piece for car parking facilities. “I think the City council have put this back for six months and will bring it up again when they think it has all died down”, said the chairman. “We don’t want to lose even a piece of one of the city’s cherished beauty spots”. There was no need for a parking site in Regent Terrace as the accommodation of other parking places was not being overtaxed c51 07 20

1952 01 05

Zebra crossing installed Petty Cury [5.14]

1952 01 23

33 out of 45 pedestrian crossings retained after Ministry calls for a reduction in number [5.15]

1953 05 01

6 zebra crossings abandoned because of high cost of installing flashing lights, (crossings technically illegal until July 1954 when lights installed) [6.4, 6.8]

1954 01 22

Proposals to erect traffic lights at the junction of East Road and Newmarket Road, Cambridge were debated by councillors. One said: “Lights are not needed here; they are an obstruction and an annoyance to drivers, another added: “The speed of traffic is about half of other towns and now we are proposing to slow it up still further”. A roundabout would be better than lights. But another said: “As a cyclist I am conscious of danger every time I pass the junction, which is blind in more than one direction, you have to be darned quick or you are dead” CDN c 22.1.1954 [3.12]

1954 11 17

The Automobile Association has put into service a new radio transmitting station from their Cambridge headquarters in Hills Road which gives continuous communication with ‘A.A.’ patrols with a radius of 40 miles. There are six radio-controlled motor-cycle combinations together with a Land Rover to provide prompt assistance for motorists whenever a breakdown occurs on the road. CDN 17.11.1954 [6.7, 6.11]

1955 04 23

34 Belisha beacons stolen between January & April [6.13]

1955 06 21

Cromwell Road petrol station development for Esso opened [6.9]

1955 06 30

The latest car being offered for sale by Brian Lister Light Engineering of Cambridge is a Lister-Bristol which costs £2,150. They are sold as chassis or complete vehicles and fitted with disc brakes. Already more than a dozen are running in the hands of private owners. Meanwhile a racing car has been rebuilt at Parkside from an original ‘Iota’ chassis by Tony Crosse and Jim Denholm. It is intended for sprints and speed trials and has a maximum speed of 105 mph. 55 06 03a 55 06 03b

1955 12 13

Current trends in two-wheeled transport seem to be moving in favour of the motor-scooter. Now Hallen’s have opened a new showroom in Fitzroy Street, Cambridge devoted solely to scooters and ‘mopeds’ (known to the uninitiated as auto-cycles) which illustrates the increased public demand for this form of transport. 55 12 13

1956

Birches garage started, moved Milton road 1970 [12.4]

1956 03 01

A fire-eating gargantuan of a bygone era made its last journey when a steam-powered 'Super Sentinel Wagon' completed its last run at the end of a degrading tow from another vehicle. For the monster, which started service with the Gas Company in 1928, is no longer able to run on its own steam. It carried coal from Coldham's Lane sidings to the works but today stands in Messrs Silverman's scrapyard in Ditton Walk awaiting the oxy-acetylene cutters which will render it a heap of metal. 56 03 01f

1956 03 30

If the number of cars increases motorists won't be able to get in to Cambridge very easily because of all the stationary cars cluttering up the streets and the whole problem of parking is extremely frustrating. It is time to get tough. If we must set up car parks outside the city and run the people in by special buses then we mustn't hesitate. But the land once occupied by the old Shire Hall courts on Castle Hill would make a good site for a multi-deck car park. 56 03 30b

1956 06 18

Herbert Robinson's contemporary-style filling and service station has opened on the London Road at Trumpington. It is one of the most up-to-date in the country. All groups of Shell petrols are supplied from the latest type pumps and an Avery Hardoll 'Petroiler' for two-stroke motor-cycles is also available while the latest type Weaver auto-wash equipment will clean any car in 15 minutes. 56 06 18a

1956 10 16

Councillors say that multi-storey car parks should be provided at Lion Yard, Saxon Street, Park Street and New Square and 170 cars should be parked on the site of the existing police flats at Parkside. But traffic congestion in Cambridge has become so acute that 'No Waiting' restrictions should be imposed in the central area and King Street made one-way. 56 10 16a

1956 10 20

Cartoon – Cambridge parking – car on spike – 56 10 20d

1956 10 20

Suggestion for car parks outside centre rather than in Lion Yard [6.23]

1956 11 23

A Sentinel steam wagon has been recommissioned at the Cambridge Gas Works as a means of conserving petrol. It has been out of action since May when it was taken off the road because of its age. It is the only vehicle of its type now working in the country and will be used for conveying coal from the Coldham's Lane sidings to the Gas Works. 56 11 23

1956 11 23

A 15-minute car washing service is a feature of the new car valeting station opened by King and Harper in Cherry Hinton Road. Now the farmer who arrives at the Cattle Market with a muddy car will have little excuse for returning home with it dirty. The new station has been growing rapidly; the latest island type petrol pumps provide a full range of fuels and an up-to-date greasing bay can cope with lubricating problems. 56 11 23a

1956 11 29

Preparation for petrol rationing began in mid-November and thousands of applications for supplementary rations are arriving at the Ministry of Fuel and Power at Brooklands Avenue. Local garages say there has been little panic buying as most motorists already have their tanks full and merely call in for the odd gallon to remain topped up. But when rationing is introduced garages will only be able to obtain supplies on production of coupons handed to them by customers. Should a garage run out of petrol they will have to go without for as long as the rationing continues. 56 11 29 a & b

1956 12 03

This is a bad time for motorists. Not only are we faced with a meagre petrol ration but it is likely to cost more as (because of the Suez conflict) every gallon of Middle East oil has to be brought by the long route via the Cape. The Chancellor should reduce the tax on petrol to keep the price the same. Many people depend on a motor car for their livelihood and why should they have to use their allowance of 200 gallons a month to travel to work. But Marshall's report a good response to their economy tune-up service. 56 12 03b

1957

Parking meters suggested [7.12]

1957 02 16

At long last there is a street in Cambridge where cars can be parked during the hours of darkness without lights. Eleven lamp-posts in Station Road bear a special sign that mean motorists can park without even switching on the new 'clip-on' parking lights. Police say this is for the convenience of car owners who wish to travel by train and live some distance from the station. 57 02 16

1957 03 22

US jeep heading convoy of high explosives collides with ambulance [6.27]

1957 04 03

The opening of Herbert Robinson's new Sales and Service department on Newmarket Road, equipped with every aid to modern truck servicing techniques, marks another important step in the development of the company who are Rootes Group dealers for Cambridgeshire. From a cycle shop bought in 1905 has grown the present concern embracing the motor, cycle and radio industries. 57 04 03

1957 04 06

New traffic lights, Lensfield Rd [6.30]

1957 05 15

A revolutionary – even fantastic – scheme has been put forward to use Cambridge Castle Mound as a multi-deck car park. Tunnels would be driven into it to provide space for hundreds of cars with be entrances from Chesterton Lane, Huntingdon Road and Magrath Avenue. The dirt excavated could be used for filling in Coldham's Lane pit, providing more parking spaces or building land. There will no doubt be many objections. 57 05 15

1957 05 17

Proposals have been announced for an underground car park at Parker's Piece capable of accommodating about 5,000 vehicles. When complete it would be unaltered on the surface but beneath would be many acres of car parking space with four sloping entrances. It will take two years to build and be cheaper the present scheme for a multi-deck park on Lion Yard a councillor claims 57 05 17a [6.25, 6.30]

1957 05 23

Messrs C. Holland won their appeal to erect a petrol filling station on the corner of Ross Street and Mill Road. The site is at present occupied by a house and garden, the surrounding area is predominately residential but with some schools, shops, social clubs and industry. In such areas motorists prefer to fill their tanks locally at the start of the day & it would not increase traffic risks to children. 57 05 23

1957 06 18

It could cost less than £400,000 to build a car park for 800 vehicles under Parker's Piece. This is less than a multi-deck on the Lion Yard site that could only take 500 cars. The charge would be 1s 3d (07p) a session, whereas Lion Yard would be at least twice that sum. If motorists are going to be

charged half-a-crown (12p) a time for the 'honour' of parking in the centre they will leave their cars outside the city or not even come at all. Then local trade would suffer, councillors claim. 57 06 18 [7.1, 7.2]

1957 07 23

Plans for a new car park at Parkside should be deferred until the proposed underground park at Parker's Piece is debated, councillors say. But they would deplore anything which would affect its amenities. The ground would take three years to be 'reinstated' ready for playing and there would be an area of the Piece which would be permanently sterilised by the construction of entrance and exit ramps, emergency escapes and ventilation apparatus. 57 07 23

1957 08 24

National Benzole want to open a three-pump filling station on Newmarket Road opposite the junction the Coldham's Lane. The property belonged to Mr West and was used for the maintenance and storage of motor vehicles with three pumps behind a screen wall. They would knock down two adjoining properties to widen the frontage. But planners say the city fire station was across the road and it would hold up the flow of traffic. There were eight other petrol stations on the left-hand side of the road as far as Bottisham. 52 08 24 & a & b

1957 09 05

R.W. Suttle has been connected with the motor industry since serving his apprenticeship with Cambridge Automobile Engineering Company. In 1912 he drove an army staff car when Lord Roberts took the salute during the Army manoeuvres. He later moved to Detroit where he worked on Henry Ford's Model 'T' on which he had his first driving lesson. Now he is in charge of the Cambridge branch of the British School of Motoring. 57 09 05b

1957 10 14

Proposals for an 800-space car park under Parker's Piece are technically impossible, opponents say. There are 'certain unsound features', it would be detrimental to the area and it would take years for the ground to be reinstated. The cost would probably be as great as that of the planned scheme in Lion Yard, though no car park of this nature has yet been constructed. But Labour councillors want it carried out as a matter of urgency. 57 10 14

1957 10 18

In 20 years' time Lion Yard car park will be outdated as the centre of the City will eventually have to be roped off from traffic, Canon Mervyn Stockwood told the council. He had frequently been up to the top of Great St Mary's and seen the appalling havoc of the central area in recent years. Now they proposed to put up a 'cheap and efficient sort of skyscraper'. He continued: "We are custodians of one of the most famous cities in the world. That sort of building cannot add to the dignity and loveliness of Cambridge" 57 10 18c

1957 10 18

Parker's Piece scheme rejected – 57 10 18b

1957 10 19

Trumpington petrol station appeal – 57 10 19a

1958 03 27

Park street plan approved, Mar [7.13]

1958 05 12

Radar trap meters have been in action in Cambridge during a speed checking programme. Results showed the majority of motorists were travelling at 36 mph with 276 vehicles going 40 mph or over and the highest recorded was 52 mph. The police say the use of the radar instrument was not

publicised so speeds were what was normally experienced. They have no intention of using it to bring offenders to court at present 58 05 12

1958 09 27

Parking facilities in Cambridge were inadequate, said the Chief Constable. With more than 600 vehicles passing over Magdalene Bridge each hour, Park Street was a convenient site for a car park. Saxon Street park had been finished last week, work on King Street had not started and the Parkside car park was only a small one. Park Street was the one that should have first priority as a surface and multi-deck car park. But a thatched house in Clement Street built about 1700 should not be destroyed by 'this cement desert' 58 09 27 b c d

1958 10 09

Houses in Gothic street & Doric street demolished for new car park, Oct. [7.14] - pic 58 10 09a

1958 11 28

Proposal to take part of Parkers Piece for car park, Nov [7.15]

1959 01 16

Pedestrianisation plans announced [7.17]

1959 02 23

The Lucas depot on the Newmarket Road offers expert overhaul of fuel injection diesel engines with special equipment beyond the financial reach of many garages. They also check and overhaul Lucas electrical equipment. The stores hold nearly 4,000 bits and pieces each sealed in polythene and 'factory fresh'. There are batteries for scooters, tractors, whoppers for special jobs and units for the locally-built Lister Jaguars. Practically everyone who works there lives in Cambridge 59 02 23

1959 04 24

Parkers Piece reprieved, consider Donkey common, Apr [7.18]

1959 04 29

Lion Yard underground car park suggested, Apr [7.19]

1959 06 20

Park & ride suggested, Jun. [7.20]

1959 10 16

Cleveland Discol garages listed – 59 10 16c

*1960s The Cambridgeshire Collection has detailed newspaper cuttings files from this date*

1960 01 21

Council drop Butts Green plan [7.21]

1960 04 26

Parking meters may be installed in Cambridge. It would cost sixpence to park for half-an-hour in an inner zone. When the time has expired a yellow flag flicks up and a patrolling parking attendant will place a yellow excess charge notice on the car. It can then stay for a further period when a red flag flicks up. This makes the motorist subject to prosecution in the courts. Two hours later and the car can be towed away. Councillors expect a certain amount of objections from shop-keepers and think yellow lines on the roads will injure the town's appearance. 60 04 26a [7.22]

1960 07 01

For more than a year now, Cambridgeshire police patrol cars have been fitted with 35mm cameras mounted behind the windscreen. The photographs of road offenders in action have been used to obtain



several convictions of careless drivers. Far more pictures are taken than actually used in prosecutions and constables are encouraged to use the cameras on every possible occasion. It also saves time waiting for a photographer to be sent out from Cambridge to record details of a road accident 60 07 01d

1960 09 01

Bill Walton joined the staff of King and Harper at their Thompson's Lane garage in 1910. In his early days he was concerned with the extremely temperamental racing car 'Chitty-Bang-Bang II'. This powerful monster consisted mainly of an ex-Zeppelin airship engine mounted on a Mercedes chassis. Another of his charges was a 'Prince Henry' Metallurique which in 1912 was the fastest car ever seen in Cambridge. He once went to a customer's house to collect a car only to find it could only be moved in reverse. He drove it backwards to the Bridge Street garage through Saturday afternoon traffic. 60 09 01

1960 09 07

Sidney Street widened to ease traffic flow [7.23a]

1960 10 10

Harold H. Harper was one of the outstanding men of the motor world. Born in 1878, the son of the village blacksmith at Therfield, he had an early enthusiasm for things mechanical, taking an interest in pedal cycles. In 1897, whilst the academic quiet of Cambridge was being disturbed by its first motor car, he started working in a small Cambridge cycle shop with another enthusiastic young man, W. King. It was the start of a business association which developed into King and Harper. He was a founder member of the Cambridge Rotary Club and took a keen interest in the Air Training Corps. 60 10 10a

1960 10 12

Sir – plans to make the centre of Cambridge a 'Pink Zone' with parking meters will have serious implications. Whereas currently 50 cars are parked in Jesus Lane, only 30 can be accommodated at meters. The result will be chaos with cars milling round in vain trying to find a parking space. Can anyone imagine a motorist being prepared to pay sixpence or a shilling to leave his car for three minutes while he takes his suit to the cleaners? Lion Yard is often full by 9.30 am and if the city is to prosper we must have space for vehicles. The only answer is to provide some very large multi-deck parks, then make motorists use them by restricting waiting on the street – 'Fair Play' 60 10 12

1960 12 09

"Parking problem continues to grow" feature [7.23]

1961

Traffic 25 years ago – 86 01 23a & b

1961 01 20

New Square was a very good site for a multi-deck car park, councillors were told. But Coun P.J. Warren said that when the site was conveyed to the Corporation in 1923 they'd given an undertaking that no building would ever be erected there. Even now they were spoiling the best example of domestic lay-out in Cambridge. People who lived in New Square already had enough to put up with without such a suggestion. It should never be raised again in their lifetime, the Traffic Committee agreed 61 01 20

1961 01 25

Corner at Northampton St traffic lights being widened [19.8]

1961 02 04

There are battered wrecks of old bangers at the Coldham's Lane scrap yard. Doors are missing, wheels stripped of their tyres, bonnet reveal nothing but hanging wires and windows have either been



broken or removed. "When we turn vehicles upside down we can see what a state the rusty chassis, worn steering and braking systems are really in," said Mr Les Rich who runs the yard. Business has increased since the roadworthiness tests were introduced for vehicles made before 1937 and hundreds more will now find their way to the breakers' yards 61 02 04a

1961 05 04

Cambridge garages will be affected by new regulations designed to reduce the number of swinging arm type petrol pumps which serve petrol through a hose extending over the footpath to reach the vehicle. Some garages say they expect a reduction of 50 per cent in their sales as people will not drive into the garage building to get their petrol and will go elsewhere. But serving petrol in the street, as opposed to a forecourt, causes traffic jams 61 05 04b

1961 07 20

Herbert Robinson's premises in Regent Street were erected in the early 1930s to the design of George Banyard, a well-known architect responsible for a number of Cambridge's principal buildings. They comprise extensive showrooms, garages and workshops together with substantial office premises known as Llandaff Chambers. Now they are transferring to spacious new premises on Newmarket Road and the property is being offered for sale. The firm are retaining the electrical showrooms at 14 Regent Street 61 07 20 [12.8]

1961 10 20

We're giving away petrol! To mark the opening of our new garage in Newnham Road, Cambridge, we will give each customer on the opening day one gallon of Shell petrol completely free of charge. We are open every day from 8 to 8 offering a Super Service and the kind of attention that makes so much difference to your motoring. B.E. Cocks & Co. – Advert. 61 10 20c

1961 12 01

Traffic lights installed at junction Brooklands Avenue and Trumpington Rd – 61 02 01

1962 01 26

Mitcham's experiment - sends traffic along Milton Rd to Chesterton Hall Crescent before back Chesterton Rd, protests, leads jams Chesterton Hall Crescent, dropped [19.10] [19.9]

1962 02 02

The city council want a three-storey car park in King Street, between Malcolm Street and Manor Street. There would be space for 260 cars together with a filling station and a maximum of nine shops. It would form part of the pattern of perimeter car parks with another in Park Street. There would be an inner 'control zone' and an outer area for car parking administered by meters. This would accommodate over 400 more vehicles and relieve congestion. Motorists were reluctant to use parks away from the city centre as they wanted to get as near as possible to their places of work, an Inquiry was told. 62 02 20 & a 62 03 22a [7.24]

1962 04 17

Parking meters approved [7.25]

1962 05 29

Fuel cells may soon provide power for motor cars, writes Rodney Tibbs, News motoring correspondent. The cells, which were developed by Mr Bacon of Great Shelford, have an ability to produce electric current. I remember that at the original demonstration in Cambridge the cell was shown operating a fork lift truck. Now the Chrysler Corporation say they may take the place of conventional car power units within the next ten years. The immediate goal is to produce a cell which will use a simple hydrocarbon fuel such as petrol mixed with air in place of dangerous gases 62 05 29

1962 06 05

Traffic speed limit outskirts now 40 [19.11]

1962 06 09

“Leave all cars at city boundary & travel by bus” [19.12]

1962 09 28

The last resting place of many Cambridge vehicles is Rich’s yard off Coldham’s Lane. To this graveyard of motor vehicles come hundreds of cars and lorries worn out with old age or cut off in the prime of life through accidents. If they are of a type still running on the highway they are stripped of anything that might be transferred to a similar vehicle. So the yard is a mass of broken bodies and skeleton parts, old shafts, old springs and old engines. The bodies are broken up further and sent away for export, mainly to Japan where they are crushed and melted down. 62 09 28

1963

Minister criticised over delays King St multi-storey which would supplement Park St, waiting 13½ months [16.6]

1963

Proposed 750 vehicle underground car park between central lamp standard & Regent Terrace [4.3]

1963 03 22

Logie scheme for underground loop road & car parks from Emmanuel Road to Jesus Lane to give traffic access but unspoilt centre [7.26]

1963 04 03

The new car park at the rear of Queen Anne Terrace has now been completed and is open for public use, free of charge. It adjoins the car park at the new swimming pool which can accommodate 67 cars and has been constructed as part of the council’s policy for traffic control in anticipation of the Minister’s approval of the parking meter scheme. The multi-storey car park in Park Street should be in use by the middle of the year and a decision is awaited on an application for another in King Street 63 04 03

1963 04 20

Ministry receive 53 objections to meters, Apr; charges would be 1/- hour inner zone, 1/- 2 hours outer zone; would be profit of £10,000 pa on controlled scheme, income from meters would pay for themselves within 3 years [8.2, 16.6]

1963 07 16

The introduction of parking meters will cure Cambridge’s traffic problems, say councillors. There will be sufficient off-street parking for motorists staying for any length of time. At present people move police ‘No Waiting’ signs and hope they will not be caught. When they drive away others pull into the gap without bothering to check whether they are in a restricted zone. Although police decorate them with pink tickets, the cars still obstruct a length of street until they are eventually moved. But many of the new parks are a considerable distance from the centre and motorists will just not park in Saxon Street or Queen Anne Terrace and walk in. Rooftop parking will have to be employed, perhaps at the former Herbert Robinson property. 63 07 16

1963 10 28

Park street multi-storey car park opens, Oct, thatched cottage to come down if extensions [8.4, 446.15.6]

1963 11 15

Cambridgeshire Motors, the well-known Ford Main Dealer, was founded in 1923 and quickly grew from strength to strength. It established a reputation for personal attention and in 1928 purchased a new site in Cherry Hinton Road. In 1925 a branch was founded in Wisbech. Now it has been taken over by J.J. Wright, the Dereham motor and agricultural engineers which makes it one of the largest

firms of its kind in East Anglia having grown from a one man concern started 75 years ago. 63 11 15a & b

1964

Granta Tyre Services ltd founded Ainsworth St, renamed Associated Tyre Specialists 72 03 10 [12.6]

1964 01 16

Logie wants traffic-free centre, traffic conditions frightful in centre on Saturday afternoons [19.15]

1964 04 02

The Mayor of Cambridge fed a parking meter on Peas Hill with a shilling “to make them hungry and ready to bite” as one official put it, and set the new parking scheme in motion. . Long queues of traffic soon formed in streets leading to the Lion Yard car park and motorists had some acid remarks about the meters. A moped rider complained about finding a ticket stuck to his bike with thirteen inches of sticky tape. From the number of excess charges shown on the meters the city coffers will soon begin to bulge 64 04 02b first parking meters empties streets, queues for car parks which fill & not enough meters; traders say meters upset sales, one reports 78% dip - 64 04 02b [12.9,16.7]

1964 10 15

The City Architect will prepare a scheme for car parking on Cambridge council estates. This could be on the verge side, by rear access roads, garage courts and in front gardens. Coun. Reilly said it was wrong that people in private houses should be allowed to park in front of their property while council house tenants were barred from doing so. This was especially clear in roads where there were both council and private properties. But his pleas for council tenants to park cars on their front gardens were defeated. 64 10 15a

1964 12 14

King & Harper showrooms in Bridge Street to be sold to Trinity College with a new sales centre built at Milton Road says Oliver Rix who acquired company in November 64 12 14c

1965 04 08

Double-yellow lines introduced, began painting March, 16 miles [16.10]

1966

Frank Holland introduced self-service pumps – 74 11 21 [12.2]

1966 01 19

New Square car park bridge, redevelopment [12.11]

1966 10 01

Ted Salisbury rented small garage in Cam Road in 1919, moved other side of road, kept Pye lorries on road during war, now retires – 66 10 01

1966 11 08

Motor show exhibition, Corn Exchange – 66 11 08

1966 11 22

First new ‘blended’ petrol pumps installed at BP garage, King and Harper’s, Milton Rd – 66 11 22

1966 12 14

How much more traffic can Cambridge take – article – 66 12 14, 14a

1967 02 28

King & Harper garage clock tower crashed through roof, killing one man and injuring two others - 67 02 28

1967 05 19

Histon Road new Esso petrol station has showroom and servicing facilities – 67 05 19

1967 06 02

Traffic wardens start issuing on-the-spot tickets; if pay £2 fine motorists avoid a conviction – 67 06 02

1967 11 01

Surveyor's report on 'Cambridge Roads, Traffic & Car Parking' one of most comprehensive ... also instructive in another context - a notable lack of reference to the City Architects dept. & almost total absence of any obvious exchange of views [19.17]

1968

Parker's Piece plan to be re-examined, shelved 10 years ago, scrapped [4.4]

1968 12 09

Walter Easy drives Cambridge taxis for 50 years; was provincial car company in 190 which started at old tram depot in East Road; father one of first to have motor transport – T-model Ford, later motor-cycle taxis – details – 68 12 09

1969

Cars stopped parking Market Hill [12.7]

1969 02 25

Wallis open new garage Mitcham's Corner – 69 02 25a,b

1969 05 02

Victoria Ave traffic 30,000 a day & worsening by 1,000 per hour in 7 years up to 1967 [17.1]

1969 12 12

Double parking meter charges [16.11]

1969 12 13

Christmas traffic kos police, streets blocked by cars en route Lion Yard, close Downing St from St Andrews St end, open outer parks; police use emergency powers [17.3]

1969 12 13

City traffic emergency test – motorists headed for car parks on edge of city, Midsummer Common, Shire Hall – 69 12 13

1970

Mitcham's end house of terrace demolished so large lorries get round more easily [446.10.4]

1970

Ted Salisbury build new garage with showrooms on site of Elizabeth Way; started 52 years ago when heard rumours of new bridge – 71 03 18

1970 04 21

Park & ride suggestion [17.4]

1970 05 16

Birch's Garage began Victoria Road in 1956, moved Milton Road – feature – 70 05 16

1970 09 21

One-way scheme around Lion Yard car park experiment, causes one of biggest jams ever [17.5]

1970 12 31

Autoxhaust 1<sup>st</sup> of kind in Cambridge [12.5]

1971 07 13

Elizabeth bridge opened July [3.9]

1971 11 15

Pressure to ban all traffic from Petty Cury [17.7]

1971

Proposal 400 sq yds entrance Queen Anne car park, petition, DOE inquiry, postponed [4.5]

1971 02 22

Speed limits raised from 30-40 mph [16.1]

1971 03 24

Pelican crossings introduced [16.2]

1971 05 22

100 more meters, double charges and double yellow lines introduced – 71 05 22

1971 10 07

Queen Anne car park opened – 71 10 07

1972 02 01

Petty Cury closed to traffic February, councillor celebrates with lunch in street, reopens end of month but closed & Corn Exchange Street opened June [12.13] [3.10]

1972 06 05

Petty Cury, Cambridge, was closed to all vehicle traffic today and handed back to pedestrians for the second time this year. It is likely to stay closed to traffic for at least two years and perhaps permanently. The same city centre street was closed to traffic for a month's experiment in February which was rated highly successful. The whole of the southern side of Petty Cury will be demolished in the next three months and a new central library will appear within the next three years c72 06 05

1972 06 02

A free parking bonus will be given to motorists using Cambridge's show-piece Lion Yard car park during its first weeks operation after the opening date on July 24 The city's Traffic and Parking Committee decided to cut parking charges by 5p during the working day for the first week, which means one hour's free parking during each parking period. If a motorist leaves his car at Lion Yard for one hour or less it will be completely free c72 06 02

1972 07 15

For simple country folk, such as myself, living to the north of Cambridge, the Elizabeth Bridge is a godsend. For a year now it has enabled me to leave my home, 17 miles from the city, at a civilised hour and be at my office desk within 30 minutes. And in the evenings all I have to do is find my lane and with minimal traffic hold-ups be out on the A10 to Ely again. It now seems hard to remember than once one allowed at least 20 minutes for the Newmarket road- Arbury road run at either peak hour: that to be stuck interminably at Mitcham's Corner was a commonplace. Today my only wish is that more and more improvements are allowed by the planners so that everyone can enjoy a quality of life freed as much as possible from traffic pollution c72 07 15

1972 12 07

Network of cycleways urged [17.8]

1973 01 26

Petty Cury & Guildhall St to be blocked Market Hill end, extend Petty Cury pedestrian scheme [17.9]

1973 01 29

I hope it will not have escaped notice that in the absence of any signals, traffic is now flowing through the Trumpington Road / Lensfield Road / Fen Causeway junction nearly as quickly as it did a year ago, when there was a power strike and the lights were not working. I am an everyday user of this particular junction and have noticed that traffic will always be clear, and on no account is there any traffic jam, when the lights are not working. As soon as the council turns them on there is chaos everywhere. When will they ever learn the more they do to that particular junction the worse they make it - letter G.D.Mills c73 01 29 [16.3]

1973 03 09

Council adopt Travers Morgan report to cut central spine route but Government refuse ban traffic Kings Parade [17.10]

1973 03 17

Cambridge's notorious Trumpington Road - Lensfield Road junction was back to its old bunged-up state last night, with queues of smoking traffic and frustrated drivers paralysed by £3,000 worth of new, improved, traffic lights. Having been out of action for the best part of two months the lights came on again having been retimed, moved and the traffic flow redesignated by the traffic experts of the Department of the Environment's Bedford-based traffic unit. The junction's real test came at teatime and by 5.40 p.m. mutinous drivers were breathing imprecations through their exhaust fumes. Drivers were saying that 15 minutes had been added to their travelling time c73 03 17

1975 01 19

Until Sainsbury's opened their new filling station alongside the supermarket in Coldham's Lane, Holland Motors at the end of Mill Road provided the cheapest petrol in Cambridge. Sainsbury's station opened this week offering 4-star petrol only and no other forecourt services. Their price of 68p a gallon is regarded as something of an opening offer. Holland motors comes second with 4-star at 71p a gallon. The dearest is Oliver Rix at 74p c75 01 19

1975 02 13

Experimental closure in centre, close Kings Parade, Sidney St, St Andrews St; tea-party marks closure King's Parade [17.11]

1975 03 13

Railway-route proposals buried [20.3]

1975 04 04

"Expense rules out East Rd dualling" [17.13]

1975 06 11

2<sup>nd</sup> stage - one way Emmanuel Rd, Parkside, Parker St brings chaos & abandoned [17.14]

1975 09 17

First mini-roundabout Queens Rd/Northampton St [18.1]

1975 11 11

Yet another traffic survey (£120,000 spent on Travers Morgan 1967) [18.2]

1975 12

Parking chaos at Christmas - 400 cars going round & round looking for parking places 76 01 08

[19.1]

1976 03 09

Work to turn Newmarket Rd into dual carriageway [18.3]

1976 05 05

‘City traders who have lost business as result of traffic restrictions ... will just have to accept it’ [18.4]

1976 06 11

Pound a gallon petrol, now a nightmarish possibility, would not only present problems to the motorist but to petrol companies as well. National Benzole gave a demonstration of futurist forecourt equipment, including a petrol pump head which could not only cope with metric measurements – litres instead of gallons – but which was also geared up for prices of a pound a gallon or more. If prices were to rise to 85p a gallon then most existing blender pumps would not be able to cope with it. Originally pumps were designed for prices like 33p per gallon c76 06 11

1976 07 31

The garage business of B.E. Cocks and Co. at Newmarket Road, Cambridge, has been bought by Marshall of Cambridge, and is to become a Leyland car centre. The purchase includes almost four acres of prime garage site next to the main A45 road, modern showrooms and repair facilities and the goodwill of a business which has been running in the city for almost half a century. This and the capturing of the Daimler, Jaguar, Rover and Triumph franchises from Wallis and Sons means the Marshall group is a real force against the big garage chains operating in the region c76 07 31

1976 08 02

An experimental free bus service for the Fitzroy Street area of Cambridge commenced at the weekend, providing the public with the first buses in the area for almost three years. 67 people made use of the first bus run at 10am on Saturday. The owner of the Talk of the Town shopping arcade, Mr Carl Owen, has hired one bus from the Eastern Counties Bus Company at a cost of £30 per day. He said he will hire more for a four-week period to prove the company were wrong to stop the service c76 08 02

1976 08 03

Traffic ban made permanent by Government [18.5]

1976 08 05

Bus lane Victoria Ave starts [18.6]

1976 11 06

Cambridge’s experimental “Park-and-ride” scheme got off to a slow start today. The first bus left from the Cattle Market at 10 am and carried only 10 passengers. The scheme is designed to relieve the normal pre-Christmas traffic congestion by allowing motorists to park free of charge and then buy a 15p return ticket to the city centre. It will operate each Saturday until January 8<sup>th</sup> with buses leaving every 15 minutes. The first passengers were enthusiastic about the acres of parking space available. “Its marvellous being able to park so easily” said Mr John Blackman, who had driven in from Sawston c76 11 06

1977 03 13

The experimental mini-roundabout at the junction of Newmarket Road and Coldham’s Lane, Cambridge was working well on the first morning of its operation. Even at the height of the rush hour traffic was flowing smoothly. It has been put in temporarily while the traffic lights at the junction are being taken down; they will eventually be replaced with more up-to date lights as part of the Newmarket Road improvement scheme. Police Chief Inspector Maurice Murden said: “To think our problems have been solved by an old tractor tyre! It is something we have advocated for years, and



now we just hope that it will become permanent". One driver said his driving time to his home in Chesterton had been cut from 20 minutes to five. c77 03 13

1978 09 08

RAC say profit of £134,293 on meters over 12 years, '... to show big deficit this year' [19.2]

1978 12 03

Experimental mini-roundabouts at the Lensfield Road – Trumpington Road junction in Cambridge have been approved by the Government and will be made permanent. They replaced traffic lights which for years caused long delays and have speeded-up traffic at the once-notorious bottleneck. In addition a pelican crossing is to be built at Fen Causeway at the entrance to the Engineering Laboratories with another at Trumpington Road. There will also be one over Brooks Road when the new and controversial link with Newmarket Road is opened shortly. c78 12 03

1978 12 22

The northern bypass, described as a 'Christmas present to Cambridge' was officially opened at noon and then closed after police expressed reservations about the state of the nine-mile road and its interchanges. But as dusk was falling the barriers were pushed back and it was opened to the public. It includes one of the longest straight stretches of dual carriageway in the country and police asked drivers to get used to the road slowly. With the completion of the interchanges next year and the opening of the M11 Cambridge will have a road system surrounding it for which many other cities would give their eye-teeth c78 12 22

1979 01 16

Charges at Cambridge car parks and parking meters are to rise. Prices will increase from 25p to 30p for an hour at Lion Yard and a day's parking at Queen Anne Terrace will now cost 30p. Park Street will remain unchanged. Parking meter charges have not gone up since 1976 and will double to 10p, with the excess charge rising to £5. Increased use of the three central car parks is expected to bring an extra £15,000 next year but because of the rates forecast an extra £45,000 needs to be raised. CEN c 16.1.1979

1979 09 12

Computer lights opposed [18.8]

1980 09 12

RAC survey wrong, city meters lost £12,000 since 1974 [19.4]

1980 02 01

King's Parade reopened during road repairs, 'may stay open as impressed by lack of congestion' [18.9]

1980 02 26

Calm descends on Castle Hill after by-pass opens [18.10]

1980 05 13

Wallis' garage, which has been on the same site in Cambridge for 40 years, is to close in July. The managing director said the decision stemmed from adverse trading conditions and that he had already cut the price of second-hand cars on sale. The garage also sells new Lancias. The premises at Mitcham's Corner are up for sale. The garage has show rooms, petrol pumps and an accessory shop together with a repair side which is thriving in spite of other problems with the car trade. 80 05 13a

1980 06 26

Four people were taken to hospital after a car careered across a corner of Cambridge Market Square. It ploughed across the Barclays Bank edge of the market, striking a flower stall, scattering fruit and vegetables and hitting two shoppers before ending up four feet from the railings of Gt St Mary's

church. A Girton lady working on the flower stall said: "I just saw the car out of the corner of my eye and ran for it. The stall just folded up with its legs in the air" 80 06 26

1980 09 18

Anyone who has sat in a traffic queue tailing back into Downing Street from the Lion Yard car park will know the frustration of arriving in Cambridge at peak times. The tourist office says parking is atrocious and directs visitors to Saxon Street where you can stay all day for 30p. The County Structure Plan foresees a need for three new multi-storey car parks to cope with future demand. But rising petrol prices or decreasing oil supplies could mean fewer cars on the road in the future. 80 09 18b & c

1981 02 18

Cambridge councillors have thrown out the idea of ever building a multi-storey car park anywhere near the Backs. They condemned as 'barbaric' suggestions from senior officials that such a park, either above or below ground, could be built on college gardens, playing fields or open spaces along Queen's Road. "It is even more ridiculous than the plan to put a major road cross Grantchester Meadows", said Councillor Rosenstiel. 81 02 18a

1981 07 17

All traffic banned KP with bollards as experiment [18.11]

1981 09 15

A park-and-ride bus service linking shops in the Burleigh Street area with the car park in Cherry Hinton Road has started disastrously. Nobody used the service for several hours. It is being funded with £400 from city lottery profits with Kite traders adding another £100. But councillors say the money should have been earmarked for charity 81 09 15a

1981 10 31

Chaos - Kite parks lost & protests about parking on commons [18.12]

1981 11 25

A startling £3.5 million plan to tunnel under The Backs has been prepared secretly by county road engineers. It would be 20 feet wide and run under Queen's Road from the Madingley junction right up to Silver Street. Meter controlled parking would then be allowed up to Garret Hostel Lane and the area to West Road would be grassed over to give an uninterrupted view of King's College chapel. The plan is certain to raise a violent storm of controversy. 81 11 25 & 26b

1981 12 07

Park & ride suggested [19.5]

1982 02 24

Computer lights approved, though city object [18.13]

1982 09 08

Frank Holland Motors was formed 25 years ago with the franchise for Hillman and Sunbeam cars, then in 1966 they obtained the distributorship for Simca on their present site at Mill Road. Four years later Frank Holland took over a second garage in Coldham's Lane trading as F.H. Motors and selling Datsuns. They have now introduced the Holland Hyperwash – a new-style car wash centre which can handle 60 cars an hour. 82 09 08a

1982 09 24

Peace bid over roads - city & county clash over East Rd widening & Drummer St rebuilding [18.14]

1983 09 01

Park & ride resurfaces [18.15]

1983 09 06

County plan to enforce traffic restricted zone Sidney St, reduce number cars in triangle & reverse central one-way flow [18.16]

1983

Traffic lights introduced Mill Rd bridge in bid to cut incidents, but increased, out 1984 [446.14.4]

1983 04 25

Hallen's of Cambridge is celebrating its golden jubilee. It was founded in 1933 as a used motor-cycle dealership soon moved to premises in Chapel Street, Chesterton which it shared with a haulage business, fish and chip shop and furniture removal firm. Today these premises still house the motorcycle service and parts centre. It then moved into a former dance hall in Union Lane which became the first car workshop and stores. During the war it was requisitioned with a new workshop and an air raid shelter underneath 83 04 25 supp p10

1983 04 26

The County Council has been urging Cambridge councillors to provide more city centre parking space. They say 1,000 extra parking spaces are needed. Now they have suggested six sites: a 250-space extension to the present Lion Yard multi-deck, land behind Telephone House in Regent Street-Park Terrace (220 spaces on a four-deck park), the old Addenbrooke's Hospital site (250 spaces), land behind Shire Hall (450 spaces on a three-deck park), Saxon Street (480) and Adam and Eve Street (460 spaces) 83 04 26 p5

1983 06 20

Cambridge computer wizard Clive Sinclair may buy the factory of the failed Northern Ireland sports car company De Lorean to manufacture his electric car. His Sinclair Vehicle Project is developing what is hoped to be the first mass-produced electric vehicle for some years. Intended for city travellers it is due for release in 1985. The technology was developed by the Norfolk based Lotus Company, which Sir Clive has also shown an interest in buying 86 06 20 p3

1983 07 06

Petrol prices caused chaos and confusion amongst motorists as charges ranged between £1.75 and £1.86 a gallon. Frustrated garage owners cursed their suppliers as they took down the new prices they had been asked to put up last night. Frank Holland of Mill Road said that yesterday prices started at £1.77, later he was told to raise them to £1.86.9 from midnight, then in the morning told to bring them down to £1.85.7. Meanwhile motorists used up petrol as they searched for the best bargains The cheapest price in Cambridge is at Sainsbury's which has kept its prices at 1.75p a gallon 83 07 06 p6

1983 12 29

More than £1 million has been collected from Cambridge parking meters since they were first introduced in 1964. Motorists have put £1,065,574 in the meters but the operating costs have been £849,480 leaving a profit of £216,094. This goes towards helping the councils provide more off-street car parks 83 12 29 p8 [19.6]

1984

County say traffic will increase by 50%, suggest new N-S road following railway line, controversy, costed, killed off (Railway Route abandoned 1975) [20.2-4]

1984 03 27

West's, the motor dealers, celebrates a special 25<sup>th</sup> anniversary of their association with Renault cars. Having developed their one acre site on Newmarket Road into a glittering glass-walled showroom they have stayed true to the French company and are looking forward to the next 25 years with them. The business began with Sidney and Ethel West operating a small vehicle tuning workshop in Gloucester Street 55 years ago. They now employ 64 people 84 03 27

1984 10 01

The Cambridge-based Marshall Group celebrated its 75<sup>th</sup> birthday as early examples of motorised transport of all kinds were on show at the Motoring Milestones Pageant at the East of England Showground. They included cars from the humblest Austin Chummy to the most magnificent Rolls-Royce, lorries, buses, vans a motor-cycles. There was also a display of the latest vehicles sold by the group. Sir Arthur and Lady Marshall cut an anniversary cake 84 10 01 p13

1984 11 21

Computer lights installed 6 months ago reduce delays by up to one-fifth [20.1]

1985 02 11

More than 5,000 Sinclair C5 electric vehicles have been sold during the first four weeks of production. At the moment it is sold by mail order but they are already talking to a number of High Street retailers who would sell the £400 machine direct to the public. Interest has come from as far away as the Outer Hebrides and Cornwall and from both teenagers and old age pensioners. In Cambridge the Eastern Electricity showrooms on Market Hill report continued interest in the machine they have on display and have distributed over 2,000 order forms 85 02 11

1985 05 16

The history of Wills and Thompson Ltd runs parallel with the history of the motor car since it was founded 50 years ago. It was bought by William Skeels in 1958 whose his son Tom now runs the family business and their mechanics, Gerry Flack and Nick Wright, service any make or car or light commercial vehicles. When the firm start there were very few cars on the road, now their premises in George IV Street are packed and parking is a nightmare. But the site is right where people need the services of a garage. 85 05 16

1985 12 18

Robert Sitton and Alfred Mothersole commenced business on the Newmarket Road in 1945 for the repairing and refurbishing of motor vehicles. They moved to Abbey Street in 1952 and from there to premises at the corner of Coldham's Lane and Henley Road in 1973. They were the first in Cambridgeshire to install a stoving oven for the refinishing of car paintwork and further up-to-date equipment is being installed. 85 12 18a

1986

Within Cambridge city the traffic flow has reached the 1978 pre-bypass level, though number HGVs remains approx half 1978 flow [16.4]

1986 11 28

Meters may rise by 33% despite £31,000 profit pa [19.7]

1986 01 23

Since 1960s Elizabeth Way, M11 opened & centre closed to traffic [20.5]

1987

"Cambridge is doomed as major shopping centre unless it can cure parking problems" [20.7 ]

1987 03 13

A new purpose-built car park providing 67 long-stay spaces has opened in Castle Hill, with another 57 places coming in a few months; time. City councillors say the park, near the junction with Victoria Road, will offer convenient access to shops and businesses in the north of Cambridge. It will have a park-and-display system charging 50p for any period on weekdays, doubling to £1 on April 1<sup>st</sup>. But there will be free parking in evenings and Sundays 87 03 13a

1987 03 13

Cambridge's traditional transport, the bicycle, will be deliberately used to slow down city centre traffic. The medieval central streets will be made even narrower which will make it even more difficult to overtake bikes. Traffic restrictions will also be introduced, including the banning of taxis. The streets have been reshaped and cleaned up with York stone used in areas considered 'visually sensitive'. But workmen in Trinity Street have been delayed by having to remove hundreds of wooden blocks dating back to the days of horse-drawn vehicles 87 03 13b

1987 11 02

Churchill Service Station, on the corner of Huntingdon and Victoria Roads, has been sold to oil giant Texaco and will be renamed Star Cambridge. They plan to turn the garage workshop area into a supermarket, expanding the grocery section which has been serving the local community for several years. Its founder, Tom Sharpley, moved to Cambridge from Benfleet in 1976, initially selling Chevron fuel. He has mixed feelings: "I have met some horrible creatures in the business but also some first-class people while I've been here". 87 11 02a

1988 10 18

Hallens have converted their Shell garage at Mitcham's Corner to become self-service with the latest electronic pumps. There has been a petrol station on the site for many years. Previously it was operated by Oliver Rix and sold Texaco fuel. Hallens has sold petrol since the 1930s and until now has maintained the traditional attended service. This will continue at its garage in Union Lane for customers who value the personal service. 88 10 18e

1989 01 20

Cambridgeshire road accidents twice national average ¢CEN 20.1.89

1989 01 26

Park & ride costs treble to £15M ¢CEN 26.1.89

1989 03 01

Queen Anne car park to switch to short-term - charges per day up from £1 to £10 ¢CEN 1.3.89

1989 03 01

To introduce resident parking for fee ¢CEN 1.3.89, 3.3.89

1989 03 09

Cambridge Tyre Company, which celebrates its 60<sup>th</sup> anniversary, has a number of early tyres in stock. They include an American Swineheart tyre for a Model T Ford and a beaded edge Michelin from the same period. Ernest Brown founded the company in 1929 based in a small shop in Jesus Lane when many tyres were of solid construction. By 1935 they'd moved to Burleigh Street when tyres were fitted at the side of the road and in 1964 took over premises owned by Winston Smith the butcher in Histon Road. 89 03 09a

1989 03 20

Traffic growing at twice national rate - Cambridge 40% up in 8 years ¢CEN 20.3.89

1989 03 22

"Boom city grinding to a halt" - rush hour traffic now 14 mph ¢CEN 22.3.89

1989 03 31

New £10M bid to beat jams ¢CEN 31.3.89

1989 04 25

Parking charges cause slump sales small shops ¢CEN 25.4.89

1989 06 08

Grafton centre price rise for car park leads to 25% drop in number using it ¢CEN 8.6.89

1989 06 10

Park & ride scheme formally buried ¢CEN 10.6.89

1989 07 13

City advertise car park prices to attract shoppers back ¢CEN 13.7.89

1989 10 02

Park and ride scheme starts ¢CEN 2.10.89

1989 11 22

Queen Anne car park fees cut - often two-thirds empty ¢CEN 22.11.89

1989 12 21

Cambridge's new £200,000 car space scheme with signs around the city linked to the county council's traffic computer which monitors the five main car parks, hits teething troubles leaving shoppers driving round trying to find a parking space. 89 12 21

1990 05 22

West's of Cambridge founded 65 years ago; started Gloucester Street in 1925, moved Newmarket Road when took Renault dealership 1959 – 90 05 22a

1990 08 10

Lion Yard car park underground extension opened – 90 08 10a; brings relief 90 08 17a

1992

Tow-away scheme starts, cars impounded with £95 release charge [Rev]